Weather
More overcast weather today. The maximum temperature yesterday was 70.7 and the minimum 58.8, the figures for the corresponding day last year being 74.1 and 61.3.

THE CHINA PRESS
大陸報

Today's paper consists of 40 pages in three sections

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LOYALIST TROOPS TAKE MUNICH BUT BATTLE CONTINUES

More Fighting Reported After Announcement Of Capture Of City

EXECUTIONS HELD

Communist Leaders Pay Penalty For Murder Of Hostages

FOCH GETS NOTE

Polish Movement Against Posen Brings Protest From Erzberger

(Reuter's Agency War Service)

Copenhagen, May 1.—The Government troops captured Munich yesterday evening after somewhat severe fighting.

Red Army Melting

Copenhagen, May 2.—The Government troops have penetrated into Munich from the north. Severe fighting continued during the night around the railway station. Many workers surrendered their arms and the disintegration of the Red Army is proceeding rapidly. The majority of the inhabitants welcomed the Government troops, many of them having participated in the fighting against the Reds. It is reported that the Spartacists have murdered a number of prominent hostages, including Count Bothmer.

Many Are Executed

Berlin, May 5.—The Lokal Anzeiger says that 150 persons, including those executed by the courts martial, were killed in the fighting in Munich on Sunday, which continues. The persons executed include the Communist leader Sontheimer.

The Red Guard leader Seidl, who instigated the shooting of the hostages, was beaten to death by a Wurtemberg soldier.

The Berliner Tageblatt states that 5,000 persons have been arrested, including the Bolshevist, Dr. Levien.

The hostages shot in Munich by the Spartacists include Prince von Wiede, Privy Councillor Doeberlein and Professor Stuck.

Leaders Are Taken

Copenhagen, May 2.—The Vossiche Zeitung states that during the fighting in Munich the commander of the Red Army and Doctor Landauer, one of the Soviet leaders, were captured.

Landauer Is Shot

London, May 4.—A telegram from Zurich states that Landauer, the leader of the Munich Communists, has been shot by the Government troops at Bamberg.

The Spartacists blew up a train containing Republican troops near Munich, three hundred of the later being killed.

Fighting continues in the outskirts of Munich.

Must Pay Penalty

Berlin, May 3.—The Hoffmann Government announces that the Communist leaders arrested in Munich will be treated as they treated the Hoffmanist hostages, ten of whom were shot. The Communist Eglhofer was shot this morning.

Note To Foch

Berlin, May 1.—Herr Erzberger has sent a Note to Marshal Foch stating the German Government is reliably informed that large Polish against Posen and Upper Silesia and forces shortly intend to advance against Posen and Upper Selesia and the massing of Polish troops on the German frontier confirms this. Herr Erzberger declares that if the Poles attack German territory the German Government cannot guarantee that the Germano-Polish armistice will be maintained, it could not permit further passage of General Haller's troops and it would be obliged to reject responsibility for all the consequences of such an attack.

To Promote Trade

Berlin, May 7.—At a meeting of the Peace Committee of the National Assembly, Dr. Dernburg announced the appointment of an Imperial Commissioner to promote export trade. He said that Germany still had goods enough to export and is even able to manufacture them.

Herr Erzberger announced that General von der Goltz had been summoned to Berlin to report on the German coup d'etat in Lettland.

Northern Peace Delegates Leave Here For Nanking On Orders From Capital

Peking Government Hopes Li Shun Will Be Able To Bring North And South Together For Further Parley

The entire Northern peace delegation left early today for Nanking, where the delegates will take up temporary residence pending further orders from Peking. The action was taken following the receipt of a telegram from the Peking Cabinet yesterday, ordering the body to proceed to the Provincial Capital.

It is learned that numerous telegrams were sent out by the Peking authorities to the Northern and Southern leaders during the last few days, asking for assistance to preserve the China conference. Peking will not accept the resignation of the delegates to show that it is resolved to take the one course to the road of peace.

Measures Are Taken

Tuchun Li Shun of Nanking, the other two Yangtsze Tuchuns and General Wu Pei-fu are again urged by the various peace societies and commercial and educational institutions to take the matter in their hands and prevent a break. The Peking order to send the Northern delegation to General Li Shun was in a way to show the Kiangsu Tuchun that Peking expects a great deal from him in this crisis. There is no denying that the nation looks to General Li today for a settlement of the strife.

The Southern delegation, too, yesterday, received a lengthy message from the Canton Government, urging them not to retire, and giving them absolute power to act in the matter. It stated that the Administrative Council would back up any course that the delegation might adopt and would be responsible for all their decisions. It urged that the Shanghai Conference should continue its sessions, and refused to accept the resignation of the delegates.

Northern Cliques Active

In the North, however, certain cliques are active once more in preparation for the resumption of hostilities. The An Fu Club, it might be mentioned, favors the immediate recall of the Northern delegation to Peking. The Kung Yien Pao, their organ, publishes the report that the Government has accepted the resignation of Mr. Chu Chi-chien, the chief Northern delegate, and that the Government has circulated a telegram, pointing out the unreasonableness of the eight demands made by the Southern delegation.

The Peking Diplomatic Corps held a meeting yesterday in connection with the crisis at the Shanghai Conference. The diplomats are expected to act shortly in an endeavor to hasten the internal peace.

DR. S. T. LIANG KILLED ON STREET IN TIENTSIN

Proctor Of Naval College Stabbed To Death By Unknown Assailant

Dr. S. T. Liang, proctor of the Naval Medical College at Tientsin, was murdered by an unknown assailant last Thursday according to advices reaching here yesterday. The attack was made while Dr. Liang was seated in his motor car, the victim's throat being slashed. Two suspects have been arrested by the Tientsin police.

Dr. and Mrs. Liang had motored to a dentist, and after visiting his office, which is over a pharmacy near the Y.M.C.A. building, Dr. Liang preceded his wife downstairs in order to get the car turned round. He was stabbed while awaiting his wife's return to the car. No motive has been assigned for the murder and it is believed that the assassin mistook the proctor for some one else whose death was desired for political reasons.

Dr. Liang was 32 years of age and had been successively a scholar, professor and proctor in the Naval College. He was considered one of the most brilliant students and surgeons ever graduated from the institution.

British Air Official Has Fall From Plane

Controller General Of Civil Aviation Escapes When Pilot Is Killed

(Reuter's Agency War Service)

London, May 3.—A machine conveying Sir F. H. Sykes, Controller General of Civil Aviation, crashed at Henley today. The pilot, F. M. Knott, R. F. C., was killed. Sir F. H. Sykes was badly shaken but was able to motor to London.

Kaiser Wants To Go To Estate In Prussia

Former Ruler Asks Permission Of German Government To Return

(Reuter's Agency War Service)

Copenhagen, May 3.—A message from Berlin states that the ex-Kaiser has asked the German Government's permission to return to his Kadinen estate in West Prussia.

FIRE AT CARLTON

While the dance went merrily on at the Carlton last night members of the Fire Brigade went into action on the cafe roof to attend to a fiercely burning chimney. A quantity of salt carried most of the burning soot to the foot of the flue where at was promptly extinguished by the chemical apparatus, without the dancers being any the wiser. The chimney was that leading from the water heating plant.

NEW ZEALAND DOUBTFUL ABOUT AWARD TO JAPAN

Taking Over Of The Marshall Islands Is Questioned By Acting Premier

(Reuter's Agency War Service)

Wellington, May 4.—Sir J. Allen, the Acting Premier, has declared that he viewed the developments in the Pacific with some alarm. It was difficult to discover why Japan wanted the Marshall Islands unless she wished to dominate the Pacific.

It was impossible, he said, to indicate the naval policy of New Zealand until they received Admiral Jellicoe's advice. It was insufficient, however, for New Zealand to pay a yearly subsidy; she must train men for the Imperial Navy.

REPORT OF NEW LOAN FOR BRITAIN IS DENIED

Chancellor Issues Statement After Announcement By Daily Mail

(Reuter's Agency War Service)

London, May 2.—The Chancellor of the Exchequer has authorised a denial of the statement made by the Daily Mail regarding a new loan, cabled earlier

Loan Is Discussed

London, May 3.—The question of the new loan is being much discussed in the City columns, though it is stated that no new borrowing scheme has yet being seriously considered by the Chancellor or his advisers. It appears that the City has been talking lately of a consolidation loan which would possibly be 4 percent but not likely to be issued below 84.

Daily Mail's Report

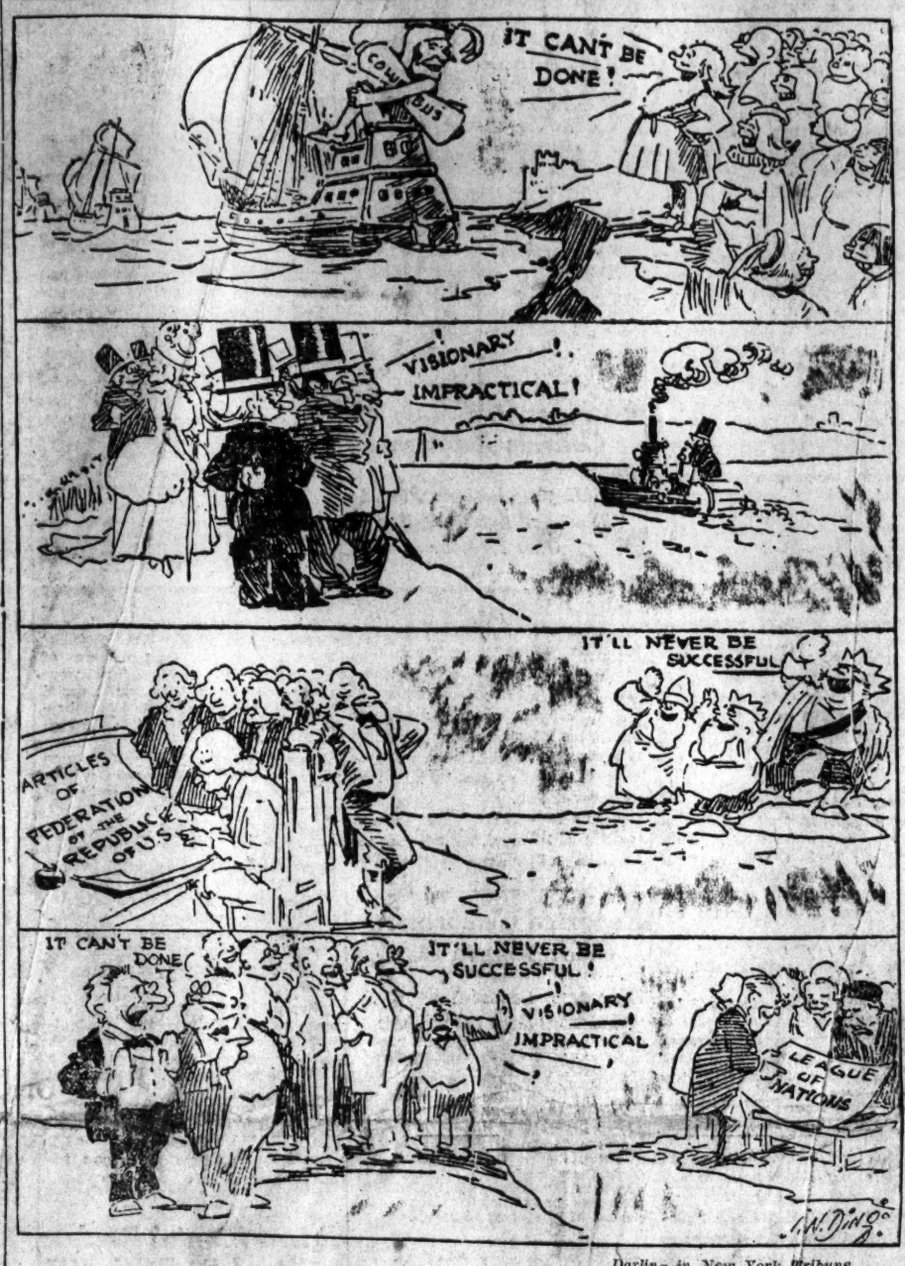
London, May 2.—The Daily Mail states that the Government is about to offer a great new loan in the form of a Consolidated 4 percent Stock at the price of 80 repayable by means of a sinking fund which will become operative in 1967, the loan being entirely redeemed by 1977. Holders of War Stocks and Exchequer Bonds will be given an opportunity to convert their holdings.

BIG MAIL RECEIVED

The Canadian Pacific liner Empress of Asia brought 1,323 sacks of mail for the United States Post Office yesterday, of which 900 sacks were parcel post. The big shipment caused considerable congestion in the office, largely owing to the fact that consignees of parcel post matter received previously have not yet called for their shipments. A gentleman who is convinced that the package he is looking for is at the bottom of the lot makes a tearful plea that these procrastinating parties please come and take away their mail.

First class mail received yesterday was distributed to boxes and carrier mail will be sent out tomorrow morning.

The Doubter Is With Us Always



Darling in New York Tribune

BUDAPEST CAPITULATES AND SUBMITS TO ALLIES

Flood Of Hungarian Fugitives Is Flowing Into Austria, Says Vienna Message

(Reuter's Agency War Service)

Berlin, May 3.—The Budapest Government has accepted the Allies terms, including immediate capitulation, the surrender of all arms and munitions and the occupation of Budapest by the Allies.

Fugitives Flee City

Copenhagen, May 4.—A message from Vienna states that the flood of Hungarian fugitives in Austria is increasing. Two representatives of the Budapest Soviet have been turned back at the frontier.

SITUATION AT LIBAU HELPFUL TO BOLSHEVIKI

Radicals Enabled To Transfer Heavy Forces For Fighting Against Esthonians

(Reuter's Agency War Service)

Copenhagen, May 5.—Owing to the German coup d'etat at Libau weakening the Lett front, the Bolshevists have been able to transfer considerable forces to Esthonia, where sanguinary fighting with numerically superior Bolshevist forces has taken place.

The armored trains and motor cars are taking a great part on both sides. The Bolshevists have not captured the town of Narva, which has been almost destroyed by the violent Bolshevist bombardment, but the Esthonians have been obliged to surrender the town of Rujen.

Hindenburg Resigns And Plans To Retire

(Reuter's Agency War Service)

Copenhagen, May 2.—Marshal von Hindenburg has sent a letter to the German President, Herr Ebert, resigning the position of Generalissimo owing to his desire to retire into private life. The latter has accepted, praising von Hindenburg's services and expressing the undying thanks of the German people for them.

Britain Providing Financial Aid For Returned Soldiers

Schooling In Universities To Be Afforded And Other Help Given

(Reuter's Agency War Service)

London, May 2.—Reuter's Agency learns officially that the Government has approved a scheme by means of which Imperial and Overseas ex-officers and men, including those who have served in the Imperial forces will be eligible for financial assistance to pursue courses of higher education at the universities in agriculture and also in offices and works in the United Kingdom or elsewhere.

The Overseas forces included are the South African contingents, West Indies regiment, Newfoundland Forestry Corps, the Indian Army Reserve of Officers and the temporary Officers of the Indian Army.

The maximum assistance will be £225 sterling a year with additional allowance for a wife and children.

A Committee of Management has been established which includes representatives of Canada, Australia, New Zealand, South Africa and Newfoundland. The Committee has arranged tours for officers of the Dominions' forces to educational establishments and agricultural, fishing, industrial, mining and other centers. All the public departments and many large businesses and other organisations have cooperated heartily in the endeavor to provide facilities for Oversea Officers and men.

Limerick Is Freed Of Military Barriers

Proclamation That Closed City Is Withdrawn And Guards Are Removed

(Reuter's Agency War Service)

London, May 5.—The proclamation of the City of Limerick as a special military area has been withdrawn and the military barriers and guards removed. Tonight permits to enter the city are no longer necessary.

BOLSHEVIK OFFENSIVE IN NORTH RUSSIA OPENS

London Hears Long Anticipated Attacks On Dvina And Vaga Fronts Have Begun

(Reuter's Agency War Service)

London, May 3.—The War Office states that, in reports from Archangel dated May 1 and 2, General Ironside states that the long anticipated and serious enemy attacks on the Dvina and Vaga fronts have commenced. Bolshevist gunboats appeared opposite the Dvina front and shelled our positions spasmodically but no casualties up to the present have been caused and the gunboats have been forced to withdraw owing to the fire of our sixty-pounder guns.

After a long bombardment the enemy attacked on the Vaga front in great strength but is being repulsed everywhere with great loss. Our men fought splendidly.

The ice on the Dvina has now completely broken up and it is expected that the river will be navigable to our gunboats within a week.

TRIALS ARE OUTCOME OF TROUBLE IN EGYPT

Twelve Heads Of Organisation Blamed For Uprising Face Court Martial

(Reuter's Agency War Service)

Constantinople, May 2.—The great trial by court-martial of twelve leaders of the Committee of Union and Progress, including the ex-Grand Vizier, Said Halim Pasha, and the ex-Minister for Foreign Affairs, Hamil Bey, has opened. The indictment includes a lengthy list of atrocities committed against the Armenians and foreshadows the death penalty against Enver Pasha, Talaat Pasha, and Djeml Pasha who are fugitives and who will be tried by default.

PEKING ANNOUNCES RESIGNATIONS OF CHINESE AT PARIS

Without Other Comment It Is Stated That Whole Delegation Has Quit

U.S. IS CONCERNED

Washington Is Said To Be Uneasy Over Agitation In Orient

BELGIUM TO SIGN

Allies Will Be Apprised, However, Of Needs Of Country

(Reuter's Pacific Service)

Peking, May 15.—It is officially reported that the whole of the Chinese Delegation in Paris has resigned.

At a meeting of the Cabinet today it was decided to appoint Lu Chenghsiang, Hu Wei-te and C. C. Wu as the Chinese representatives on the League of Nations.

Washington Is Concerned

(Reuter's Agency War Service)

Melbourne, May 16.—There is serious concern in official circles in Washington over the agitation in Peking and Tokio and the opposition to the ratification by China of the Peace Treaty. The almost complete suspension of the cable service between China and the United States at this particular moment has added to the anxiety.

Austrians Summoned

Paris, May 3.—The Council of Three has invited the Austrian and Hungarian delegates to come to Versailles in a fortnight to receive the terms of peace affecting them.

Decide To Sign

Brussels, May 4.—The Crown Council at midnight unanimously decided to sign the Peace Treaty after four hours' deliberations in which M. Hymans explained that the peace terms offered Belgium in the present circumstances were honorable and satisfactory.

The Crown Council decided to represent to the Allies the necessity of their fullest assistance in the economic restoration of Belgium. It was decided to request the support of the Allies in opening negotiations with Holland as speedily as possible with a view of settling the questions of the freedom of Scheldt and the freedom of Belgian riverine communications with east Belgium and the Rhine.

Petition Is Received

Brussels, May 3.—A petition has been presented to King Albert to refuse to sign the Peace Treaty by a national political committee representing hundreds of thousand of members and three hundred communes. The petition says that the indignation of the public is growing at the little offered and all refused to Belgium. By leaving the Conference Belgium will show the immorality of a peace signed without her.

A meeting of the Cabinet at which the King presided, decided after three hours, to defer its decision concerning the Peace Treaty until the meeting on Sunday with the Belgian Delegates at the Paris Conference. The Premier told correspondents that the position is grave.

Negotiations Held

Paris, May 4.—Negotiations between the Council of Three and the Belgian Delegation on the subject of the Belgian claims continue actively. The Belgian Delegate M. Hymans returned to Brussels yesterday taking two definite proposals; one providing for Belgium's prior claim to two thousand, five hundred million francs out of the first payments made by the Germans and the other providing for the suppression of Belgium's war debt, amounting to five thousand million francs, on the reservation that the conditions previously made should be withdrawn.

The Belgian Cabinet meets this evening to consider these proposals.

Demonstrations In Brussels

Brussels, May 5.—Popular excitement regarding Belgium's claims is increasing.

Great demonstrations in Antwerp and Ghent today sent deputations to

the Burgomasters requesting them to inform the Belgian Delegates in Paris that Belgium must receive compensation enabling her to rebuild her ruined towns and industries.

The Burgomaster of Antwerp, in reply, stated that he was convinced the Allies would fulfil their promises because otherwise Belgium was faced with a catastrophe. He added that the Treaties of 1839 must be revised to give Antwerp free access to the sea. Similar representations were made to Burgomaster Max in Brussels in an address from Belgian patriotic societies representing hundreds of thousands of members.

Claims Were Pressed

London, May 1.—The claims of Belgium are again being pressed in Paris, although it is reported that she will receive £100,000,000 out of the first £1,000,000,000 that Germany must pay.

After a cabinet meeting in Brussels, at which King Albert was present, three Belgian ministers were ordered to go to Paris today to give the Belgian delegates detailed instructions.

The Belgian Minister of Economic Affairs declared in the Senate that it was impossible for Belgium to sign the peace treaty unless it provided for the complete reparation of Belgium.

Council In Session

Paris, May 3.—M. Clemenceau, Mr. Lloyd George and President Wilson twice today discussed the situation created by the absence of the Italians at the time of the signature of Peace. The discussion was characterised by the friendliest spirit towards Italy.

It was decided to make a communication to Rome, the precise terms of which will be settled tomorrow. Meanwhile the Italian Government has been informed of the intention of the Allies shortly to convoke the Austrian and Hungarian Delegates to Paris to receive their Peace terms.

L'Echo de Paris says that the future status of Germany is definitely settled. Henceforth it will be impossible for Germany to push Eastwards by means of a Russian alliance, while Austria will be made a neutral Republic and forbidden to enter into an alliance with Germany.

The delay in handing the terms to the Germans is due to the fact that several questions are still unsettled, including the Eastern frontiers of Belgium, Poland and the Kiel Canal. The actual wording of the Treaty will not be ready for presentation before the end of the week.

Another awkward problem is Italy's attitude.

It is stated that the terms of the Treaty to which the Germans will most strongly object will be the surrender of their Colonies. They will urge that East Africa, Togoland and the Cameroons shall be left to Germany and, on refusal, will ask that Germany shall be assigned a share in the administration of her former Colonies and, anyway, that Germany shall not be debarred from purchasing some of the Portugese Colonies.

Orlando's Return

London, May 5.—A message from Paris states that the Italian Ambassador has informed the French Minister of Foreign Affairs of the impending departure of Signor Orlando and Baron Sonnino from Rome. They will arrive in Paris on the 7th.

Receives Germans

Paris, May 1.—The Verification of Powers Committee, comprising M. Jules Cambon, for France; Mr. White for the United States; Lord Hardinge for Great Britain and Baron Matsui for Japan, today received Count von Brockdorff-Rantzau, the President of the German Delegation, who presented Herr Landsberg, the Minister of Justice, Herr Simons, the Director of Justice and Herr Gaunn, Legal Adviser. The German creditentials were handed to M. Jules Cambon.

Orlando In Conference

Rome, May 3.—Signor Orlando today conferred at length with Sir Ellis Griffith. The interview is believed to be connected with the situation which has arisen through the departure of the Italians from Paris.

Press Comment On Treaty

London, May 8.—The following comments on the summary of the Peace Treaty appear in this morning's papers.

The Daily Chronicle remarks that the British Government has secured the redemption of its election pledges. The Achilles Heel of the Treaty may prove to be the fact that Poland's future is not settled.

The Daily Telegraph comments, "it is not a weak peace but rigidly a peace of justice. German militarism is completely destroyed. The scheme regarding Dantzig will constitute a severe test on the authority and working of the League of Nations."

The Daily Graphic thinks the omission of the question of the freedom of the seas makes the Treaty unsatisfactory.

The Morning Post remarks that the conditions regarding indemnities are unsatisfactory, but altogether the Treaty is better than might have been anticipated. The only possible guarantee of the fulfilment of its conditions is the retention by the Allies of sufficient armed force to enforce them.

The Daily Express comments that the Treaty gives ample security for the future and just reparation for the past.

The Daily News considers it the severest sentence ever passed on a great nation. No fault can be found with the provisions concerning disarmament but the disarmament of Germany must be followed by the disarmament of all nations. With regard to reparation it says, "it is hardly an exaggeration to say that Germany has first been stripped naked and then told to turn out her pockets."

The Daily Herald says, "the world has not been made safe for democracy. The Treaty means the beginning of a new war."

The Daily Mail remarks that the provisions of the Treaty are good on the military and naval side, but dangerously full of loop-holes on the financial side. The real security is close and continued union between Great Britain, the United States and France.

The Times expresses satisfaction that the ton for ton principle has been recognised but says that the vessels alloted to Great Britain cannot put her in the splendid position secured by the American mercantile marine if the German ships in American harbors are assigned to the United States. It is not a perfect peace: closer union of the peoples of France, Great Britain and America is the sole way of enforcing its provisions.

The Financial Times says that any extravagant expectation of relief of taxation by large indemnities may now be definitely abandoned.

The Financial News remarks that the scheme of economic restitution will not satisfy the British tax-payer but the Allied peoples have two years to educate the Reparation Commission to the proper pitch of pressure on Germany.

Le Matin points out that France remains saddled with the costs of the war, about 170,000 millions of francs.

Le Petit Parisien says the terms are just and France can be satisfied.

L'Homme Libre remarks that nothing has been forgotten which could consolidate peace and satisfy the demands of prudence and the legitimate aspirations of all the nations which have been victims of Germany.

L'Echo de Paris deprecates exaggerated satisfaction, urging untiring efforts to strengthen the alliance between Great Britain, France and America.

La Victoire comments that the peace is generous, unrevengeful and just.

The Socialist organ France Libre remarks that the Treaty appears to secure to the Allies, especially France, the certainty of peace.

The Manchester Guardian criticises the arrangements concerning the Saar Basin and Dantzig and expresses the opinion that it would be better to fix an indemnity which Germany might fairly hope to pay within a shorter period.

The Pall Mall Gazette and Evening Standard regard the terms as satisfactory but say that Count von Rantzau-Brockdorff's speech shows that Germany is not repentant and therefore the untiring vigilance of the Allies with regard to the execution of the terms is essential.

The Star and Westminster Gazette say that it is impossible to predict how the terms will work out and both pin their faith to the League of Nations.

Le Petit Journal remarks that the Treaty is an honorable compromise.

L'Action Francaise comments that the measures to ensure the execution of the Treaty are inadequate.

Le Matin urges the Government to make a statement regarding guarantees.

Le Caulois says "The Treaty is the summit of all our desires."

Le Figaro expresses absolute confidence in the sovereign guarantee of the Anglo-Franco-American Alliance.

Views In America

New York, May 8.—The morning newspapers declare that Germany has been overtaken by the fate deserved by a country which has outraged the world.

The New York World says that German world-power has been obliterated. The Treaty is the death certificate of German militarism and imperialism. It points out that no attempt has been made to dismember Germany or to impose damages comparable with the damages created.

The New York Times regards the terms as lenient compared with what Germany would have imposed if she had been triumphant.

Changes Of Chinese Consuls Announced

Fu Shih-ying Resigns Post At Seoul And Keh Hung-lien Goes To Kobe

(Reuter's Pacific Service)

Peking, May 15.—Fu Shih-ying, the Chinese Consul-General at Seoul, has resigned and Wang Hung-nien, the Second Secretary of the Chinese Legation in Tokio, succeeds him.

Keh Hung-lieh, the Consul at Fusan, has been transferred to Kobe in succession to Chi Ching, who is promoted to be Consul-General at Blagoveschensk.

Chow Sze-chung, the Consul-General at Havana, has been transferred to Melbourne.

Reported Celebration Of Japanese Denied

Nipponese Consul-General At Tsinanfu Says Flags Were Not Displayed

(Reuter's Pacific Service)

Peking, May 15.—The Japanese Legation informs Reuter's Agency that the Japanese Consul-General at Tsinanfu denies that Japanese residents there made any celebration or displayed any flags bearing inscriptions in connection with the reported cession of Kiaochow to Japan.

Passengers In Plane See Paris From Clouds

(Reuter's Agency War Service)

Paris, May 7.—The Goliath aerobus, with twenty-five passengers, today rose to a height of 5,190 meters in an hour and a quarter, a passenger-carrying record.

MAY DAY FAIRLY QUIET EVERYWHERE BUT PARIS

Rain In Great Britain And On Continent Dampens Ardor Of Demonstrators

(Reuter's Agency War Service)

London, May 2.—A general fall of rain in Great Britain and on the Continent marred the May Day demonstrations, which apparently were very quiet everywhere except in Paris, and there the disorders largely resulted from the congestion of the crowds departing from the Place de la Concorde and at the Care de l'Est. Order was restored at 6 o'clock in the evening, when the troops returned to their barracks, the traffic on the Boulevards was resumed and the cafes re-opened. It is officially stated that eighty policemen were injured.

There was a general cessation of work in Belgium, where the Socialists organised processions and meetings demanding universal suffrage and an eight-hour day but the shops were open.

Quiet In Rome

Everything was quiet at Rome, where the employers gave the workers a holiday.

Some shots were fired in Madrid, as a procession was dispersing but otherwise the city was quiet.

There was a general stoppage of work in Lisbon, where the Government nipped in the bud a new military and civilian revolt, which was planned to break out last Monday or Tuesday, by arresting and deporting the ringleaders.

The military authorities in the occupied zone in Germany prohibited processions and meetings.

The feature of May Day in Great Britain was the inauguration of civilian flying. Two flights were made, one by a lady commercial traveler from London to Manchester and one from Bristol to Hounslow.

Everybody except the railwaymen were working in Limerick where the day was not observed owing to the recent strikes.

Many Police Wounded

Paris, May 2.—428 police were wounded on May Day and twelve seriously. It is estimated that 350 demonstrators were wounded. A considerable number of persons arrested were foreigners, including Turks and Russians. Minor disturbances recurred today.

Paris Throngs Out

Paris, May 1.—The May Day demonstrations, despite the prohibition, were the largest ever held. Cavalry charged the crowds in the Place de la Concorde. Subsequently the crowds broke through the cordon of infantry, resulting, it is reported, in two persons being killed and many injured, after which shots were fired and two policeman injured.

Russo-Finnish Border Closed By Bolsheviki

(Reuter's Agency War Service)

Helsingfors, May 1.—The Bolsheviki have closed the Russo-Finnish frontier, which has resulted in similar steps by the Finnish Government.

The Finnish naval flag was hoisted for the first time today.

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The hands and figures of Ingersoll Radiolites are thickly layered with a new substance containing Genuine Radium. This substance glows brightly in the dark and lasts for ten years or more. Outdoors at night, or in the bedroom the Ingersoll Radiolite is a great convenience. Just doubly as useful as a watch that shows time only in the daylight.

Five models to select from, including a wrist Radiolite and one in a white case to stand on the bureau:

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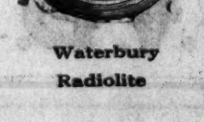

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Leading Importers of

METALS — Nails, Tinplates, Bars, Angles, Sheets, Plates, Zinc Sheets, etc.

INDUSTRIAL CHEMICALS — Caustic Soda, Chlorate of Potash, Acids, Dyes, Tanning Materials, Rosin, etc.

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Railway & Steamship Supplies
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DISCUSSION OF BUDGET STILL OCCUPIES COMMONS

Further Light Is Thrown On Britain's Financial Situation By Chancellor Of Exchequer

(Reuter's Agency War Service)

London, March 30.—Following the introduction of the budget in the House of Commons yesterday the Chancellor of the Exchequer, Mr. Austin Chamberlain, continued his review of Great Britain's financial situation.

The Chancellor of the Exchequer added that there was also the remaining liability of India in respect to her 5 percent War Loan, amounting to about £30 millions.

There was also the indemnity from our enemies but, when allowance was made for all our assets, the burden of debts was still very formidable.

The estimated expenditure for the current financial year was £1,434,910,000 and the estimated revenue £1,159,650,000, leaving a deficit of £275,260,000.

Mr. Austen Chamberlain said that he assumed the revenue of a future normal year, on the existing basis of taxation, would be £652 millions; consisting of Customs and Excise 198 millions; Inland Revenue 400 millions; other sources 54 millions.

Army And Navy Outlay

He estimated that the Army and Navy would cost £110 millions; the Debt charge £400 millions, including a Sinking Fund of 1½ percent; the Civil Services £190 millions and Customs, Inland Revenue, Post Office and other services £13 millions; making a total expenditure of £706 millions; leaving a deficit of £114 millions.

He proposed to raise this amount not all in the current year but by taxes which, in a full year, would bring in approximately that amount.

The Land Value Duties at present were unworkable and must be amended or repealed and the Premier had himself recommended an inquiry into that matter by a Select Committee of the House of Commons.

He proposed to abolish the excess duty on benzol and also the motor spirit license duty.

Dealing with Imperial Preference, which he regarded as the most important part of the Budget, the Chancellor of the Exchequer pointed out that only three colonial products, namely, tea, cocoa and rum, were largely affected by the present Customs duties, but there were many others—such as cotton, sugar, tobacco and wine—and, though the beginning might be small, we must measure them not by the amount of British Imperial trade which secured preference at the present time but by the opportunities for development in that trade. There was room for a vast extension of Imperial trade and Imperial developments had never been so important.

Form Of Preference

In considering the form of preference they had to take into account four considerations: firstly, the preference must be for a substantial amount: secondly, the rates must be few and simple: thirdly, where there was an excise-duty this must be proportionately reduced and, fourthly, the interests of our Allies must be remembered.

He had decided that on imported articles such as cinematograph films musical instruments, clocks and watches there should be a fixed Preference of one-third on Imperial imports and on consumable commodities except alcohol, there should be a Preference of one-sixth. In both cases preference would be given by a reduction of the existing duty for Colonial imports.

The Chancellor of the Exchequer anticipated that the Preference on tea would lead to a largely increased consumption: the estimated loss of revenue from tea owing to the preferential duty would be about £2,000,000. In the case of cocoa, the preferential duty was worth 7/– percent—which would mean a loss of £200,000 in revenue. The revenue from coffee at present was small, but the amount grown in the Empire was capable of almost limitless expansion. The preference on coffee would mean an immediate loss of £20,000. The estimated revenue from sugar was £30 millions. Seven percent of our sugar came from the Empire and preference would be worth 4/– per cwt., meaning a loss of £500,000 in revenue.

Preference would be given to dried fruits also.

Estimate Of Revenue

He estimated the revenue derived from tobacco at £47 millions. At present only two percent came from the Empire but he was advised that a considerable expansion was possible. The preference would amount to 1/4 per lb. on manufactured tobacco. This substantial amount would stimulate production in India and the colonies concerned.

With regard to motor-spirit eighteen percent normally came from the Empire and the preference of 1/6 would mean a loss of £60,000 in revenue.

The estimated revenue from wine was £1,250,000. Only ten percent of this came from Empire sources at present but the industry was developed and developable in South Africa and Australia and both Dominions attached importance to it. The present duty was levied in two rates, namely, 1/3 and 3/- per gallon, according to strength. He was told that a preference of one-sixth on these small duties was ineffective. On the other hand, from consideration of our Allies' interests, notably France and Portugal and also some neutrals, he was unwilling at such a moment as the present to raise the duty on this very important article. Therefore he proposed to give preference by way of a reduction and to allow 6d. on the lower rate and 1/3 and 1/- on the higher.

Spirits Are Problem

Spirits constituted the most difficult problem. The State derived a very large revenue from the Excise Duty and it was essential that it should not be given in one form which would appreciably reduce the other. It was therefore necessary to treat spirits in a different class in order to avoid undesirable loss of revenue.

Over eighty percent of the rum consumed in the United Kingdom came from Empire sources but the import of other spirits was small and was likely so to continue for a long time. Still they were capable of some development. A rate of one-sixth or such high duties would amount to 5/1 per gallon on the existing duty. He proposed therefore to fix the preference at 2/6 per gallon and to give this preference not by reducing the duty on Colonial spirit but by increasing the duty on foreign spirits, which would give him a slight additional yield in revenue.

Effect Of Preference

The effect of the Preference proposal as a whole would mean a reduction in revenue of £2,500,000 during the current year or £3,000,000 in a full year the great bulk being in respect of tea.

Preference would operate from September 1 except in the case of tea where it would come into operation on June 2 because a more distant date might lead to the withholding of stock.

He hoped the result of preference on revenue and trade would increase with the years.

He did not propose to proceed with the Luxury Tax.

The duty on spirits would be increased from 30/- to 50/- per gallon, meaning an additional revenue of £21,650,000 in a full year. Brewers would be allowed to raise their output of beer to twenty million barrels a year and the gravity of British beers would be increased. The duty on beer would be raised from 50/- to 70/- per barrel, producing a revenue of £22,200,000 for the current year.

The Excess Profits Tax would be continued, as a temporary measure only, for another year at the reduced rate of forty percent, the estimated yield being £50 millions.

The scale of the Death Duties would be altered so as to produce £10 millions more revenue in a full year, but the estimated yield for the current year was only £2,500,000.

The Income Tax would remain unchanged pending the report of the Royal Commission.

The Chancellor of the Exchequer concluded by emphasising the necessity for severe economy and by expressing his gratitude that it had fallen to him to make the first proposals in the House of Commons for the statutory embodiment in our financial system of the policy of Imperial Preference with which his father's name and fame would ever be associated.

News Brevities

Mr. T. Harborne, British Postmaster, desires to acknowledge with thanks the receipt of books, magazines, etc., from Mesdames, J. B. Manley, C. R. Burkill, S. J. Powell, Gilbert Davies, Dr. H. Chatley, Messrs. Shanghai Land Investment, Standard Oil Co. (Staff) Butterfield and Swire, (Chefoo), H.B.M. Postal Agent, Tientsin, G. A. Richardson, E. Brock, R. N. Truman, W. Strom, E. Loureiro, A. I. D. Stewart, C. L. De Bickerton, M. L. Heen, J. C. Weir, P. Nye, G. P. Forster, "P. W." and s.s. Poyang.

• • •

Dr. R. J. Marshall returned to Shanghai yesterday by the Empress of Asia.

• • •

News of the death of Mrs. Wang Chung-hui, wife of the noted Chinese jurist, in Peking was received in Shanghai yesterday. The cause of the death was childbirth. The deceased was the daughter of Yang Hsin-chi, a local silk merchant, and was only 30 years old. Her husband was formerly Minister of Justice.

• • •

News was received yesterday of the death on May 7 of Mr. Yao Ming-shih, the financial commissioner of Altai, during the recent mutiny among the Altai troops. Yao was killed by the rebels. He was the son of Mr. Yao Tse-shan, a well known local Chinese. He was 39 years old. His wife has been held by the troops, but has not been killed.

• • •

In celebration of Empire Day next Saturday, a review of the British members of the S.V.C., the navy and the Sikh police will be held at the British Consulate and will be reviewed by the Consul-General, Sir Everard Fraser. The British volunteers will be at home to their fellow members and returned soldiers at 12:30 o'clock.

• • •

The claim brought by the Nee Tai Shin Coal Hong against J. T. Hammond in the British Supreme Court for Tls. 310 was again adjourned yesterday to enable the defense to produce certain evidence. Defendant admitted liability for Tls 142.57. The claim was for coal supplied by the plaintiffs to the defendant.

• • •

The Chinese Engineering and Mining Co., Ltd., has declared an interim dividend of one shilling per share, free of income tax, for the year ending June 1, 1919.

• • •

The annual May Fete at St. Mary's Hall will be held this year on May 22, at 5:30, on St. John's campus. In case of bad weather it will be postponed to the following day. Invitations are not being sent out, but all friends of the school are cordially invited to attend.

• • •

Special Constables figured in a raid on a gambling house at 473 Miller Road Friday night when no less than 17 gamblers were rounded up. The place was surrounded and the inmates made a fight to escape, during which Special Constable T. Raagel was slightly bruised in the leg. Twenty-five were found on the premises, eight escaping via windows and roofs. A quantity of paraphernalia was seized.

China Political Notes From Chinese Press

President Hsu Shih-chang has telegraphed to General Lu Yung-ting, asking him to request Mr. Tang Shao-yi to make certain concessions for the conclusion of internal peace. He said that in view of the diplomatic crisis China should be united in dealing with foreigners. The suspension of the Shanghai conference, he said, was injurious to the political status of China.

Because they received no response to their telegram tendering their resignation, the Northern peace delegation again telegraphed Friday, asking to be relieved from their duties.

While the Cantonese Government desires to retain the services of the southern peace delegation, the Old Parliament favors the recall of Messrs. Chiang Shih-tsao and Kuo Sung-yen from the delegation. It is not yet decided, however, whether any changes will be made.

The Cabinet Friday telegraphed to Mr. Chiang Chin-koo, Charge D'Affaires of the Chinese Legation in Tokio, to ask Mr. Chiang Yung, director of the Chinese Educational Mission to Japan, not to resign and to negotiate with the Tokio Government for the release of the Chinese students arrested at the recent demonstration.

The condition of Chang Chung-hsiang, the former Chinese Minister to Tokio, is critical, he having had a relapse Friday. Doctors entertain very little hope for his recovery.

Australia Endorses Preference Proposal

Commonwealth Believes It Will More Securely Cement Parts Of Empire

(Reuter's Agency War Service)

Melbourne, May 4.—The Commonwealth is gratified at the Imperial Government's Preference proposals which it is considered will more securely cement the various parts of the Empire together.

LONDON SEES MARCH OF OVERSEAS TROOPS

Throngs Of Cheering People Witness Unique Empire Military Pageant

(Reuter's Agency War Service)

London, May 3.—Today's march through London of Overseas troops provided a unique Empire pageant for the dense crowds of cheering people with which the route was lined. The gaily decorated streets were ablaze with Allied flags, presenting a brilliant picture in the bright sunshine while squadrons of aeroplanes, piloted by Dominion aces, circled and swooped above the serried ranks of marching troops.

Prince Arthur of Connaught accompanied General Currie at the head of the Canadians, who led the procession, after which followed General Chauvel with the Australians, General Young with the New Zealanders, Colonel Thackery with the South Africans and Colonel Bernard with the Newfoundlanders.

The King who, this morning, held an investiture of the Overseas troops, took the salute at Buckingham Palace.

The smiling faces of 14,000 children from the County Council Schools greeted the troops along Constitution Hill.

King Sends Message

London, May 3.—A message from the King was handed to all the members of the Overseas forces on their dispersal after parade. It expressed heartfelt pride and gratitude in taking the salute and laid stress on how the unity of the Empire had been demonstrated to the world by the Dominions' instant participation in the war. It dwelt on the noble deeds of the overseas fighters and their adaptability to the new formidable warfare and also the hardships and mental strain they had undergone. It mentioned the historic battlegrounds specially associated with the outstanding gallantry of the various Dominion troops and extended God-speed with the hope that the outcome of the war would assure peace to their children and their children's children.

Australians Greet Jellicoe At Albany

(Reuter's Agency War Service)

Melbourne, May 16.—Admiral Lord Jellicoe and Lady Jellicoe were accorded an enthusiastic reception on their arrival at Albany, W.A., on board H.M.S. New Zealand.

Just Like New!

Dirty, gloomy, dust-catching furniture can easily be restored to its original beauty and charm with Johnson's Prepared Wax. Has your mahogany furniture a bluish, cloudy appearance? An application of

JOHNSON'S PREPARED WAX

will quickly and permanently remove it—at the same time imparting a hard, glasslike surface of great beauty and durability. It protects the varnish—adding years to its life and beauty; covers up mars and small surface scratches. It cleans and polishes in one operation.

Johnson's Prepared Wax contains no oil—never gets soft or sticky in warm weather, consequently does not gather dust or show finger prints.

Use it on your piano, gramophone, furniture, floors and woodwork, linoleum and leather goods.

Use It On the Motor Car

When used on the motor car it preserves the finish and protects it from the weather—prevents checking—sheds water and dust and makes a wash last twice as long.

Insist on Johnson's Products from your dealer

S. C. JOHNSON & SON, Manufacturers
Racine, Wisconsin, U. S. A.

ARTS & CRAFTS, LTD. Shanghai

SIMMONS BEDS
AND
STEEL FABRIC SPRINGS
are kept at this store.

"See Our Exhibit of Simmons Beds"

It's the quality behind the price tag that tells whether or not you receive a bargain. *Particularly* is this true of the furniture you buy in this store, which aims at providing the kind of furnishings that will be in good service when your grandchildren are growing up.

These Simmons Steel Beds are in a chaste and refined design worthy of a place in the most handsomely-furnished bedroom— a simple pattern that will meet with the enthusiastic approval of the most cultivated tastes. These beds are now on our floor displayed for your inspection.

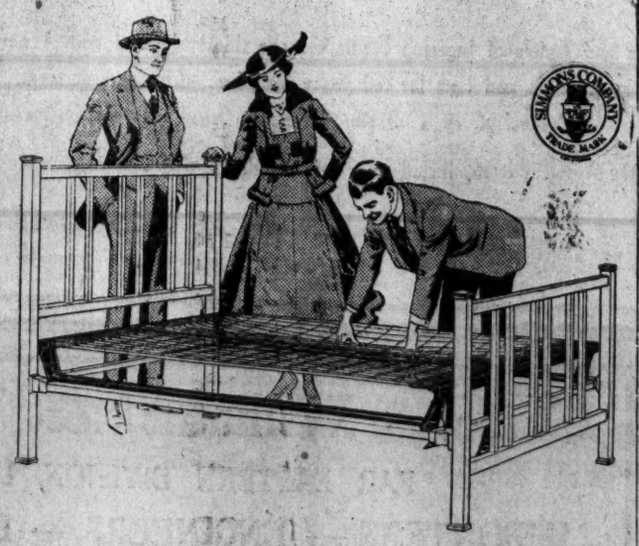
Above bed in White enamel finish

3' 6" sizes **$35.00**
5 ft. ,, ... **$45.00**
springs and bedding extra

SIMMONS FABRIC ALL STEEL SPRINGS

A large consignment to be landed in a short time in all sizes

Present Sizes
3' 6" .... **$20.00** each
5 ft. .... **$22.00** ,,



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FURNISHING DEPT. TEL. C. 296

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OREGON'S VERY BEST

At all CLUBS, HOTELS and BARS

GANDE, PRICE & CO., Agents

SENNET FRERES

beg to announce their removal to

No. 24-A Nanking Road

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where they will continue as heretofore their business in Jewellery, Watches, Diamonds, etc.

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Great Reductions Sale From 8th to 28th Inclusive

THE SINCERE CO., LTD.
Shanghai Emporium

UNIVERSAL PROVIDERS

Importers and Exporters

YOUR SOURCE OF SUPPLY

Our Patrons will enjoy the advantages of this sale as regards genuineness of all articles, complete assortment and greatest value for their money. We cordially invite your inspection and correspondence.

TELEPHONE CENTRAL
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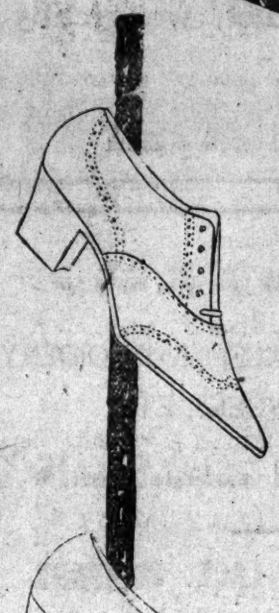
WHITEAWAY, LAIDLAW & CO., LTD., SHANGHAI

"Clean Up" Week in the Boot Section

and we also offer a couple of enticing bargains in Men's Vests and Ladies' Voile Flouncings

CLEAN UP WEEK IN THE BOOT SECTION

if your size is here call in tomorrow



LOT 1. 50 pairs WHITE CANVAS PUMPS, Louis heels, medium toe, all sizes. Usually $6.50 pair
This Week $3.75

LOT. 2 15 pairs WHITE CANVAS BUCKLE PUMPS, Louis heels, sizes 4, 5, 6, 7. Usually $8.50 pair
This Week $6.90

LOT 3. 40 pairs WHITE CANVAS OXFORDS, Louis heels, all sizes in stock. Usually $7.50 pair
This Week $5.75

LOT 4. 60 pairs WHITE MOIRE PUMPS, Louis heels, all sizes. Usually $6.50 pair
This Week $4.75

LOT 6. 14 pairs REGAL WHITE CANVAS LACE BOOTS, Louis heels, sizes 3, 4, 5, 6 only. Usually $15.00 pair
This Week $10.50

LOT 8. 10 pairs WHITE QUEEN QUALITY CANVAS BUTTON BOOTS, Sizes 3, 4, 5, only. Usually $7.50 pair
This Week $3.75

LOT 9. 17 pairs WHITE CANVAS LACE BOOTS, Rubber sole and heels, sizes 3, 4, 5 only. Usually $7.50 pair
This Week $5.50

LOT 11. 20 pairs WHITE CANVAS PUMPS, Cuban heels, sizes 4, 5, 6, 7 only. Usually $4.75 pair
This Week $3.25

LOT 12. 22 pairs WHITE CANVAS PUMPS, Louis heels, all sizes in stock. Usually $6 50 pair
This Week $3.75

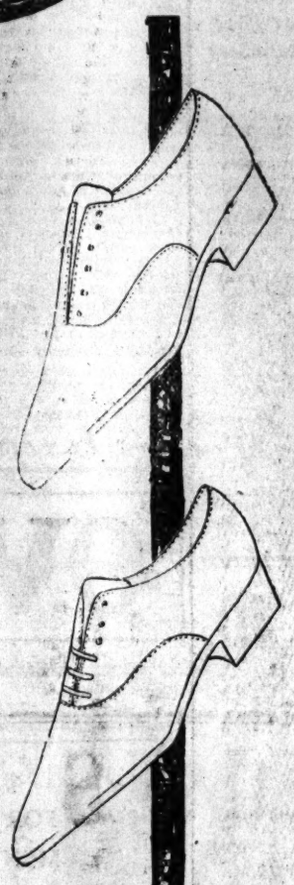
LOT 13. 18 pairs WHITE CANVAS OXFORDS, Low heels, all sizes in stock. Usually $4.00 pair
This Week $2.75

LOT 18. 16 pairs WHITE CANVAS PUMPS, Louis heels, sizes 4, 5, 6, 7 only. Usually $7.50 pair
This Week $5.50

LOT 19. 14 pairs WHITE BUCKSKIN PUMPS, Louis heels, sizes 3, 4, 5, 6, 7 only. Usually $16.50 pair
This Week $11.50

LOT 27. 42 pairs WHITE CANVAS OXFORDS, Tan cuban heels, sizes 1, 2, 3, only. Usually $4.50 pair
This Week $2.50

LOT 28, 20 pairs WHITE CANVAS PUMPS, Tan cuban heels, sizes 3, 4, 5, 6, 7. Usually $4.70 pair
This Week $2.75



600 dozen INDIA GAUZE VESTS AND PANTS

Offered This Week at prices that will command your attention. British made goods by I. and R. Morley.

Made to give honest service in wash and wear

VESTS — ½ SLEEVES

Chest	20,	22,	24,	26,	28,	30,	32,	34,	36
Usual Price	$9.00,	9.00,	9.00,	9.00,	9.00,	9.25,	9.50,	9.75,	10.25
This Week	**$6.75,**	**7.00,**	**7.00,**	**7.25,**	**7.25,**	**7.25,**	**7.25,**	**8.00,**	**8.25**

PANTS

Waist	30,	32,	34,	36,	38,	40,	42,	44
Usual Price	$12.25,	12.50,	12.75,	13.25,	13.75,	14.50,	15.00,	15.50
This Week	**$9.50,**	**9.25,**	**10.00,**	**10.25,**	**10.50,**	**10.75,**	**11.00,**	**11.25**

"Arco" Refrigerators

Solid furniture ash case with plain panels. Nine walls of insulation to save ice, heavy tinned wire, rustless shelves, strong locks and hinges.

"Similar in style to illustration"

No. 60. Width 29 ins. Depth 17 ins. Height 42 ins. Capacity 50 lbs Price **$70.00**
No. 64. Width 33 ins. Depth 19 ins. Height 46 ins. Capacity 95 lbs. Price **$85.00**
No. 66. Width 35 ins. Depth 20 ins. Height 48 ins. Capacity 120 lbs. Price **$95.00**

An Offer to Men This Week

300 PAIRS AT THIS PRICE

Sale Price **$3.75**

THE "ORIENT" BOOT

A British made Boot. in black box calf and tan calf. Solid leather sole and heel. Medium and narrow toe. These sizes only.

Black: sizes 4 and 5.
Tan: sizes 4, 5, 6 and 7.
Usual Price $6.50 per pair
$3.75 per pair

1,000 YARDS OF WHITE VOILE AND MUSLIN FLOUNCING AT CLEAN UP PRICES

18 inch
Usual Price $2.25, 2.25
This Week $1.25, 1.50

24 inch
U. P. $1.75, 2.00, 2.25
This Week $1.00, 1.25, 1.25

25 inch

Usual Prices	$1.50,	1.75,	2.50
This Week	**$1.00,**	**1.00,**	**1.75**

	27 inch	28 inch
Usual Price	$2.50,	2.25 yard
This Week	**$1.75,**	**1.25 ,,**

26 inch

Usual Price	$1.50,	1.75,	2.00,	2.25,	2.50,	2.75
This Week	**$1.00,**	**1.00,**	**1.25,**	**1.25,**	**1.50,**	**1.80**

STRAW HATS IN PLENTY

Two real good English straws offered This Week

$2.50 $4.00

A whole lot of cheap straws to clear a

50 cts. **75** cts. **1.75** each

SPECIAL SHOWS OF THESE GOODS IN EACH DEPARTMENT

WHITEAWAY, LAIDLAW & CO., LTD., SHANGHAI

TERMS: CASH at time of purchase or on delivery of goods

WILSON GIVES VIEWS ON PARIS LABOR PLAN

President Sees What Was Done As One Of Great Achievements Of The New Day

(Reuter's Agency War Service)

London, May 2.—The following is noteworthy in connection with Great Britain's claim of initiating the Labor program cabled yesterday morning:

A message from Washington states that President Wilson has cabled to Secretary Tumulty expressing the opinion that the Labor program adopted at the Peace Conference, "constitutes one of the most important achievements of the new day in which the interests of labor will be systematically and intelligently safeguarded and promoted. This great step forward may be overlooked in the midst of a multitude of other interests, yet no other single thing that has been done will help more to stabilise the condition of labor throughout the world and ultimately relieve the unhappy conditions which, in too many places, have prevailed. Personally, I regard this as one of the most gratifying achievements of the Conference."

Thirteen Veterans Return On The Asia

Canadian Pacific Liner Brings Group Of Local Men Who Saw Service

No less than thirteen men who have seen service during the great war returned to Shanghai on the Empress of Asia yesterday. They are Mr. P. A. Cox, of the P. and O. Company; Mr. E. O. Cumming, an exchange broker; Mr. R. W. Wells, of Messrs. Maitland and Co.; Major M. H. Logan, of Messrs. Palmer and Turner; Mr. C. G. Mackie, of Messrs. Gibb, Livingston and Co.; Mr. G. A. Turner, of Messrs. Ilbert and Co.; Mr. A. M. Wilke and C. W. Bone, of Messrs. Butterfield and Swire, and Messrs. J. J. Patterson, E. H. McMichael, E. B. Clarke, Alister Campbell and R. A. Brand.

Quest Society To Hear Debate On Bolshevism

What It Really Is Will Be Subject Of Discussion Monday

What really is Bolshevism? This interesting question will be dealt with by the Quest Society tomorrow afternoon, Captain S. Synnerberg and Mr. A. J. Hughes opening the debate. The meeting, which takes place at 5:30 at the Carlton Cafe, is free to visitors, and any wishing to take part in the discussion are cordially invited to do so.

Ukrainians Conclude Peace With Bolsheviki

Polish National Council At Paris Says Red Army Is Marching On Hungary

(Reuter's Agency War Service)

Paris, May 2.—The Polish National Council states that a Military Convention was concluded on April 24 between the Ukrainians and the Bolsheviki with the result that a Bolshevik army of 18,000 men is now marching on Hungary, the Ukrainians offering no opposition.

London To Entertain British Naval Units

(Reuter's Agency War Service)

London, May 2.—Reuter's Agency learns that during the peace celebrations a public reception will be held in London of representative naval units in which Sir David Beatty is participating. The arrangements include the public visiting different ships, some of which will be brought up the Thames for that purpose.

Armed Youth Arrested At Clemenceau's Home

(Reuter's Agency War Service)

Paris, May 3.—A youth named Cornillion, aged nineteen, carrying a dagger, black flag and Anarchist literature, has been arrested outside M. Clemenceau's house for the avowed intention of attacking but not killing M. Clemenceau.

Spanish Premier Out; Election Is Called

(Reuter's Agency War Service)

Madrid, May 3.—The Premier, Senor Maura, has resigned. The King has signed a decree dissolving the Cortes and a general election will be held on June 1.

PRINCE BECOMES MASON

(Reuter's Agency War Service)

London, May 2.—H. R. H. the Prince of Wales was initiated as a Freemason yesterday at the Household Brigade Lodge. The ceremony was conducted by H. R. H. the Duke of Connaught assisted by Lord Ampthill.

Editor Discharged In Mixed Court Case

Mr. Yeh, Charged With Inciting To Murder, Cautioned And Released

Judgment was rendered yesterday in the Mixed Court in the action brought by the International Settlement police against Mr. Yeh Chu-chong, editor of the Republican Daily News who was charged with inciting the murder of Tuchun Chang Chin-yao of Hunan. The defendant was released after being told to be more careful in the use of his language in the future. The publication of the advertisement, on which the charges were based and which appeared in the paper after the commencement of the proceedings, was ordered to be suspended. The decision was rendered without calling on the defense to introduce its evidence.

Japanese Assessor Hayashide and Magistrate Tsang heard the case. Mr. Reader Harris, acting for Mr. John Hays, who was taken to the Isolation Hospital yesterday, and Mr. T. Kikuochi appeared for the defendant. Mr. G. H. Wright, prosecuted on behalf of the police.

Jump In Steel Prices Is Cabled To Peking

British Company's Agent Here Believes Loss Of Subsidies Is Cause Of Increase

(Reuter's Pacific Service)

Peking, May 15.—Reuter's Agency learns that the China representative of The Pearson and Knowles Coal and Iron Co., Ltd., of Warrington, England, has received a telegram from his firm stating that the price of steel hoops has suddenly advanced as much as sixty shillings per ton. The China representative of the Company attributes this large increase chiefly to the probable withdrawal of British Government war subsidies, also to the recent labor difficulties and the introduction of eight-hour shifts for ironworkers, which would also tend to increase the price of finished iron and steel products.

The basis price of bar iron stands at £20 10s. 0d. per ton.

Obituary

Mrs. W. B. Loam

The many friends of Mrs. W. B. Loam, widow of the late Mr. Loam, will be grieved to learn of her death which took place Friday afternoon at her residence. The deceased was discovered dead in her garden adjoining her home at 54 Avenue Road shortly after 2 o'clock and was attended by Dr. Bryson, who pronounced life extinct. She was 60 years old, and had been in failing health.

An inquest over the body was held at the Public Mortuary yesterday before Mr. F. A. Robinson, the British Coroner. Evidence of identification was given by Mr. G. B. Eldridge, the brother-in-law of Mrs. Loam. The inquiry was then adjourned till Tuesday.

Mrs. Loam is survived by two sisters, Mrs. Goodfellow and Mrs. Eldridge and a daughter.

The funeral took place yesterday afternoon at the Bubbling Well Cemetery.

Bolshevik Writings Seized In Bookshops

Two Chinese In Mixed Court On Charge Of Selling Incendiary Literature

Bolshevik literature in the Chinese language has made its appearance in the Settlement and was the cause of two Chinese book dealers appearing in the Mixed Court yesterday.

The defendants were Waung Ming-tseu and Dzau Nai-kong, of the Tung Tah bookstore, 119-B Foochow Road, and the Oriental Book Company, 84 Canton Road. The places were raided by police of the Central Station on Friday and 100 books were seized in the first named establishment and about 300 in the second. They included in all about fifteen different volumes, mostly translations, and said to range in character of subject matter from the mildest socialism to the most unrestrained of anarchical writings. Russian and French socialist writers predominated.

The men were charged with selling books endangering the peace and good order of the country and the case was remanded for a week, the defendants being released on $1,000 bond. The police intimated that Mr. G. H. Wright will prosecute. The case was heard by Japanese Assessor Hayashide and Magistrate Tsang.

Full Story Arrives Of How Philippines Delegation Got Promise Of Independence

Washington, April 4.—Members of the special mission of the Philippine Legislature here seeking immediate independence for the islands were told today by Secretary Baker that he spoke President Wilson's mind when he said he believed the time had come to grant the complete independence desired by the Filipino people.

The War Secretary also said he believed the mision would be able to carry home word that the American people loved liberty too dearly to deny it to others. He read a letter left by President Wilson when he went to Europe, expressing the hope that the mission would result in "bringing about the desirable ends set forth in the joint resolution of the Legislature."

Formal Plea Presented

The mission, including forty eminent Filipinos and headed by Manuel Quezon, president of the Senate, upon being received in Secretary Baker's office today, presented a formal memorial asking independence and pointing particularly to the record of the Philippines in the great war.

In replying, the Secretary read President Wilson's letter, addressed to him under date of March 3. It was as follows:

"Will you please express to the gentlemen of the commission representing the Philippine Legislature my regret that I shall be unable to see them personally on their arrival in Washington, as well as my hope that their mission will be a source of satisfaction to them and that it will result in bringing about the desirable ends set forth in the joint resolution of the Legislature approving the sending of the commission to the United States?

"I have been deeply gratified with the constant support and encouragement received from the Filipino people and from the Philippine Legislature in the trying period through which we are passing. The people of the United States have, with reason, taken the deepest pride in the loyalty and support of the Filipino people.

To Make Pathway Easier

"Though unable to meet the commission, the Filipino people shall not be absent from my thoughts. Not the least important labor of the conference which now requires my attention is that of making the pathway of the weaker people of the world less perilous—a labor which should be and doubtless is of deep and abiding interest to the Filipino people.

"I am sorry that I cannot look into the faces of the gentlemen of this mission of the Philippine Islands and tell them all that I have in mind and heart, as I think of the patient labor, with the end almost in sight, undertaken by the American and Filipino people for their permanent benefit. I know, however, that your sentiments are mine in this regard and that you will translate truly to them my own feeling."

In his statement to Secretary Baker, Mr. Quezon, after announcing that the mission brought to the United States a message of good will, gratitude and respect from all the inhabitants of the islands, said he had been sent by his people formally to submit to this government the urgent question of their independence, "in the confident hope it shall merit a just, righteous and final settlement."

Great National Ideal

"Independence is the great national ideal of the Filipino country," Mr. Quezon asserted, "and we believe this is the proper time to present the question, looking to a favorable and decisive action, because of the declared and uniform policy of America to withdraw her sovereignty over the Philippines and to recognise our independence as soon as a stable government has been established."

The speaker paid a tribute to the United States for the manner in which the affairs of the islands had been administered during the period of American occupation, which, through the co-operation of Americans and Filipinos, he said, had brought "prosperity and progress unprecedented."

Secretary Baker, in replying to Mr. Quezon, said the island people are now virtually independent, the only link being the American Governor-General and the most binding of ties, that of affection. The experiment in colonisation would have been a failure had the Filipinos not learned a love of liberty and political independence, he said.

Mr. Baker urged the mission to visit many American cities before it went back. He was anxious, he said, for them to see and know what Americans were doing and thinking, and he wanted America to see and know the manner of men selected for the mission here.

The world was looking forward, Mr. Baker continued, to a time when the relations between all people should be bottomed on justice and peace, but whatever might come as to the world at large, the relations between the people of the Philippines and the American people were so founded and there could never be anything but peace and understanding between them.

Governor Harrison said the formal act granting independence was one that Congress must take and that the Administration would present the matter to Congress at the appropriate time. He assured the mission that the opposition here to Philippine independence had virtually vanished.

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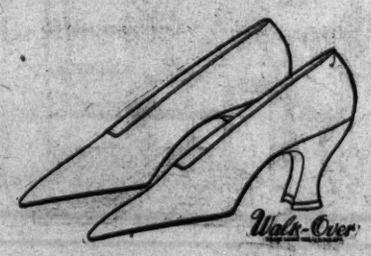

If none of the new models shown in our windows seems to meet with your full approval, the chances are more than even that you may find just what you desire inside our store. And you will always find courteous and agreeable treatment.

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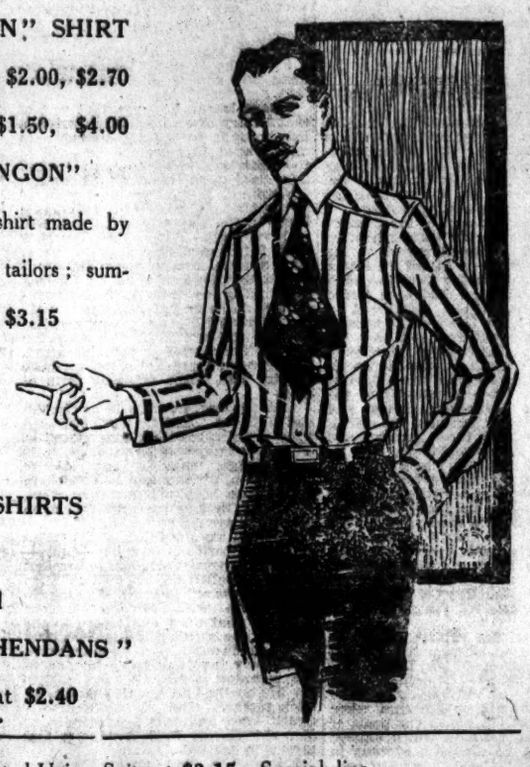

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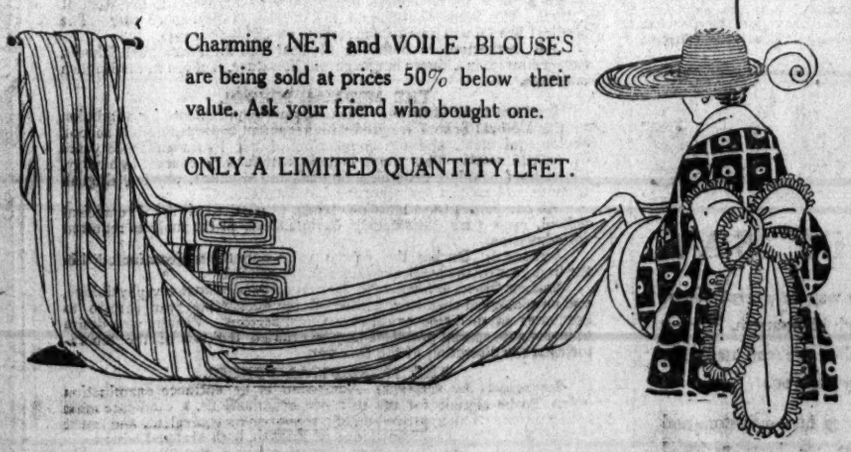

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They Are Still Discovering America

A First Impressionistic Sketch By An Irish Novelist, Fresh From London, Who Found The City A Waking Dream

By Shaw Desmond
(*New York Times*)

"What do you think of it?"

What was the question of my Chicago friend on the Mauretania as with Anglo-Saxon phlegm our giantess moved serenely indifferent to the young America which waved and shrieked and sirened its welcome to the 108th New York Infantry—moved indifferent to the arterial pulsation that seemed to come from those shadowy monsters of stone and iron that closed in on us, towering to overwhelm.

Well—I don't think. I can't. I'm past it.

I have been here a week and I am still past it.

But the thing that comes to me, incredible—insistent—is the fact that nobody on the other side has ever told me anything about New York. Perhaps nobody has had imagination enough. New York is unimaginable.

Unimaginable.

They had told me about skyscrapers and dollar scrapers. They had told me about the Biggest Thing Ever. They had told me about the Machine and the Hundred Millions.

But they had not told me that in the half-lights of a March evening the aerial facades that, cloud (or is it steam?) capped, towered into the blue ether were of the stuff of which dreams are made—that the cruel cold are lights of the City of White Night could under the magic of evening gleam softly as the lamps of heaven—that in the nursery of the nations where the great experiment, is working out as surely as a mathematical problem, the gods are weaving the fabric from which the artist of the future will find his inspiration.

And then somebody said that a man named Columbus discovered America.

They had not told me of that terrible pulsation, nor so far as I know were they troubled by the gigantic interrogation as to the travailing Thing Behind or by what it means to the future of Europe and the world in the economic struggle that is coming.

When the giant arm of my plunger lift tossed me to the sixteenth story of my hotel, it tossed me on to the roof of the world—it tossed me into a sphere that was as far from the earth I knew as though I had been tossed on to Venus. When, feathered on air, I flew to the thirty-eight floor of the Equitable Building and saw the brown specks that crawled intestinally in the city beneath, it was as though I had flown to the land where dreams come true. When I passed into the shadows of Sixty-first Street and caught out of the darkness the rolling whites in the black faces, I might have been in the underworld itself.

When from beneath I look to where the palace of glowing marble hangs in thin air or stand in my window, which seems to hang on the lip of the world, fearing to slide into space, and see the velvety pall of purple blue, star-flecked, slowly settle over the faintly gleaming lights of white and gold—I am in the Land of Heart's Desire.

For this is the City of Wonderful Adventure, where all things are, and will be.

But always the Thing Behind in travail—pulsating-murmurous. Anything is possible in New York. Nothing incredible in a city where all is incredible. I was walking down Fifth Avenue in the Spring sunshine, when the street was filled with the peals of a great organ through which chimed the bells of a Sabbath evening in haven. "Now," I said to my self confidentially, "this is only another phase of the waking dream that is New York and will prove that you have been asleep and dreaming all this adventure."

I am an Irishman. I have relations in America. I am a sort of blood-brother of the Hundred Millions. I love America—I can't help it—though I'm afraid I'll wake up. And I thought I knew America. But neither my uncle nor my aunt—my cousins nor my friends—had told me anything about this city of adventure. Perhaps they were too modest.

First, I looked for him on the Mauretania where I had the 108th officers and men, to choose from. I didn't find him. Then I looked for him in the University Club, where they receive the stranger within the gate like a father and where I felt dead sure of hitting his trail. (I hope that's good American.) as Franklin Roosevelt, Assistant Secretary of the Navy, was to lecture upon what the navy had done during the war. I felt sure, I say, because it is not in nature that a naval Assistant Secretary can keep down the hot air when he begins to talk about his department.

I was disappointed. I found a young man of modest demeanor, much humor—that American humor, dry and deep, with a penetration of its own—and a singular restraint, something that applied to his audience, who did not, as I had expected, get up on their hind legs and begin to paw the air what time they sang "The Star-Spangled Banner." Perhaps, as my publisher put it to me, "New York is the most restrained city in America."

When I tell my London—and I love my dear, smoky old mistress—that I have been in a club where they have marble swimming pools, electric, Turkish and light baths; rooms like the naves of cathedrals where a thousand—or is it two?—can sit down in comfort; racket courts, and a library that for a moment made me think I was in Rome, London will say: "Garn, wot are ye givin' us?" and possibly London, especially if it be Whitechapel way, will bestow upon me a bloody nose and a black eye for my pains.

Only, I am frightened and a little helpless. The fever of luxury has entered into my blood. I have an insane desire at times to taste all these delights of flesh and mind before they vanish in my dream. When I enter my caravanserai, there is a uniformed giant waiting to swing the door for me—inside, a bowl of roses inviting my nostrils—on my left, a beautiful lady impregnating me with truffle in carnat and the desire to save the Armenians from the Turks—in front of me four liftmen stand gaping for my body—the lady of the theater bureau comes to me with my ticket for Caruso on Wednesday—a girl from Mayo, with eyes that have the gray of Ireland in them, is trying to deprive me of my coat and hat and is drawing my attention to the fragrance of the tearoom behind her—what time from the beyond of the palms steals "The Blue Danube," whilst the American woman, who deserves a chapter to herself, is living and moving and having her being in a bewildering variety of type and beauty.

I say the fever of luxury has entered into my blood. Has it entered into America's?

I have learnt, however, that part of that luxury of comfort which America has brought to a point unknown in middle-aged Europe, has resulted in the American being the best washed individual upon this dirty old earth.

Washing. Why, I've spent most of my waking and some of my dreaming hours in the elaborate washing places of New York. I have read The New York Times reclining in 170 degrees, with a towel tenderly enrolled about my luxury fevered brow by "Willy," and sipping ice water in this city condemned to be one of teetotallers, rolling afterward like a young porpoise (the air of New York has taken ten years off my age) in running water. In my room there are seven separate towels, with three different sorts of soap.

And my barber, who is an Italian and a Great Artist, has performed upon my non-resisting body placed at an angle of ninety with the floor, feats in massage, shaving, and electric stimulation, which might be possible in a European hospital's operating room, but never in any barber's shop upon which my eyes have rested.

Nor do I say anything of the trifles in the American Arabian Nights—that this tonsorial artist, who has lent me the "Bollettino della Sera," has been discussing Gabriele d'Annunzio and Dante with me in excellent English; that after my lecture to the 108th on the ship I was approached by a young Persian, who expounded to me a very involved philosophy as to the meaning of life and death; that my life boy had a Canadian father, an Irish mother, and is married to a Greek lady, and that I have only to step outside into Fifth Avenue to find myself in Ireland.

I wanted to find Cook's the other day, and asked the human semaphore on point duty at Forty-fourth Street to tell me the way. He replied in a rich Cork "accident" as he called it. The man at Forty-sixth Street told me in reply to my inquiry that "if it was me last message on earth, Sor, I can give you the way." He was from Mayo. And two blocks down my big friend Dan, with whom I fritter the golden moments away with death trying to tread on the tails of my coat as we stand in the nightmare traffic of Sixth Avenue, has asked me to come along on Sunday and "see a bit of the auld countthry over in Brooklyn, and taste a dhrop of somethin' they won't be havin' long in the Land of the Free."

But New York is like a giant grapefruit. It is segregated into water-tight compartments. It is not a city—but a city of cities. The men and women I meet each day know nothing of their fellows. My waiter, Alphonse, doesn't know that a few hundred yards away there is a block of streets around Sixty-first where only black men live. The Irishman I met yesterday in the subway had never been in Wall Street. Chinatown is only a name to the information bureau. And I am told that only 65 percent of New Yorkers speak American.

Yet I don't forget that I lived with a landlady in London who had never seen St. Paul's or the House of Commons.

And the thing behind—that pulsating sleepless thing that fills the streets, the clubs, the factories of the America of today—that thing which, partly physical, partly psychological, permeates and informs the America of tomorrow that is evolving under our eyes—that is the spirit of the America that is coming. It is a spirit fraught with terrible potentialities for good or for evil, as America may choose—it is the thing which is going perhaps to be the decisive factor in the evolution of the worlds, Old and New, during the twentieth century.

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Admiral Oman Governor Of Virgin Islands

REAR-ADMIRAL OMAN.

Rear-Admiral Joseph W. Oman, commandant of the Second Naval District, with headquarters at Newport, R. I., will be appointed Governor of the Virgin Islands, according to an announcement at the Navy Department in Washington. He will take the place of Rear-Admiral James H. Oliver, retired, who was recently relieved from that duty and returned to the retired list.

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THE TEMPERANCE BEVERAGE SUPREME
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Peking Union Medical College

Announcements for the Academic Year 1919-20

The work of the reorganized Peking Union Medical College is divided between two schools: the Medical School, which gives a four years' course in medicine and an additional optional year of special work in the laboratories or hospital; and the Premedical School, which offers a three years' course preparatory to admission to the Medical School. The Premedical School was opened in September 1917. The Medical School will admit its first class on October 1, 1919.

All instruction in both the Medical and the Premedical Schools, except courses in Chinese language and literature, is given in the English language.

THE MEDICAL SCHOOL

Requirements for Admission: The minimum requirements for admission to the Medical School are graduation from an approved middle school, or its equivalent, and the completion of not less than three years of college work. This must include satisfactory courses in biology, chemistry (including general, analytical, and organic), physics, English Chinese, and at least one other foreign language.

All candidates for admission, except graduates of the Premedical School, must pass satisfactory examinations in the subjects required for admission.

Curriculum: During the year 1919-20 only the subjects included in the first year of the medical course will be offered.

Graduate Courses and Research: Special courses in anatomy, physiology, and physiological chemistry will be offered during the year 1919-20, to graduates in medicine or other qualified persons. Visitors who desire to investigate special problems may be granted the use of the laboratories at the discretion of the Director.

THE PREMEDICAL SCHOOL

Requirements for Admission: Admission is by entrance examination only. To be eligible for the entrance examinations) a candidate must be a graduate of an approved middle school or its equivalent, and must posses a good working knowledge of English, both oral and witten.

Curriculum: The Premedical School offers a three-year course in the fundamental subjects which are prerequisite to the study of medicine, including mathematics, biology, chemistry, physics, Chinese, English, French, and German. Students who complete satisfactorily the work of the Premedical School are admitted to the Medical School without further examinations.

Advanced Standing: Admission with advanced standing will be granted to candidates who present suitable credentials showing the completion of one or more years of work of collegiate grade and who pass satisfactory examinations in the subjects for which credit is desired.

Calendar: The first semester opens September 23, 1919, and closes January 30, 1920; the second semester opens February 3, 1920, and closes June 16.

EXAMINATIONS

Examinations for admission to the first year of the Medical School and for admission to the Premedical School will be held at Peking and at Shanghai on June 9 to 13 and August 25 to 29, 1919. In case the number of applicants warrants it, examinations will be held at other centers. Applications for admission and requests for further information should be addressed to

The Dean,
Peking Union Medical College, Peking, China.

DR. TEUSLER ARRIVES IN TOKIO FROM SIBERIA

With Majors Emerson And Simmons Will Report In Person To Washington

Tokio, May 9.—Colonel R. R. Teusler, head of the Siberian Commission of the American Red Cross, arrived in Tokio last night from Vladivostok. He will be joined here by Major Emerson, of the American Commission, and together with Major Simmons who is expected shortly, traveling here from Siberia by way of Shanghai the three Red Cross heads will go to America to report in person to the Red Cross headquarters regarding the work that has been done in Siberia, Red Cross needs here, and to present plans for enlarging and continuing relief in Siberia and Russia.

Doctor Teusler plans to leave Tokio this month, make a flying trip to America, and to be back on the job in Vladivostok by late in August. It is his intention to place before the American people the great need for relief work in Siberia. The work of the Siberian Commission has become so extensive and the expenditures for the work have grown to such figures that the Red Cross heads here feel it necessary to make personal reports regarding the work.

Instead of cutting down the Red Cross personnel, closing any of the hospitals, relief stations, or refugee centers recommendations will be made, and it is expected that the American Red Cross will carry on its work in Siberia with even greater efforts than previously.

During Colonel Teusler's absence from Siberia, Major Manget will assume direction of the Red Cross.

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The Laura Guerite Co.

The Laura Guerite Revue Company opened auspiciously before a well filled house at the Lyceum Theater last night, assuring Shanghai theatergoers at least one more opportunity for enlivening entertainment before the season closes and hot weather sets in. Miss Laura Guerite with her popular songs and Mr. George Ross in his comedy numbers were enthusiastically received and the other members of the company scored successfully as well in the pleasantly varied vaudeville program. The chorus did very well and the special orchestra was also a pleasing feature. The program continues this week, with a change Wednesday evening.

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NATIONAL PORTABLE TYPEWRITER
(Model No. 3)

Here is a portable typewriter of standard type-bar construction, with rigid, durable frame of cold rolled steel—built to stand rough usage—full size universal keyboard, full width carriage; has every essential advantage of the big typewriters; yet stands only 6¾-in. high and weighs a little over 9 pounds complete. The New Model No. 3 is a material improvement over all previous models in fact, a great little machine. Two colour ribbon, backspacer, easy removal of typebars, etc.

Complete with Carrying Case
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Empress of Japan	27 June
Empress of Russia	12 July
Monteagle	25 July
Empress of Asia	9 August

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You have heard of

Pond's Vanishing Cream—

seen it often, no doubt;

But do you know how different it is from any cream you ever used? Do you realize that it does for your skin something that no cold cream can do?

Rub a little Pond's Vanishing Cream on the back of your hand. At once it disappears. Notice how quickly your skin takes on a soft, milky tone. Even one application gives your skin a softness, smoothness and delicacy of coloring that is noticeably lovely.

Every woman who knows how to make her skin look its loveliest has found that, necessary as a cold cream is, it is not enough.

She knows that the skin also needs the protection a greaseless cream gives—a cream that can be applied while dressing, before going out.

Whenever your skin feels dry or drawn, or your face shows fatigue, you will find an application of Pond's Vanishing Cream remarkably refreshing. Entirely free from oil and absolutely greaseless, it lies cool and smooth on the skin for an instant, then vanishes.

People with oily skin should never use an oil cream

The famous skin specialist, Dr. William Allen Pusey, says that people with coarse pores and large fat glands should avoid fatty toilet preparations. If your skin is inclined to be coarse-pored and too oily, you will find Pond's Vanishing Cream ideally suited to your skin.

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With The Yanks On The Rhine

(From The Stars and Stripes, American Soldiers' Paper in France)

The rising generation of Germany is not so much addicted to cigarettes as are the youth of France, but are in a fair way to become chewing gum fiends, judging from the requests which are draped upon the Third Army. The soldier's answer is not now "No compree," but "No fraternize," thereby at the same time getting out of a dilemma and impressing upon the children the majesty of American military law.

Incidentally, the exact interpretation to be put upon the regulation against "fraternising" is causing a lot of worriment in enlisted circles. A decision recently handed down from a high non-commissioned authority is that buying a glass of beer is not fraternising, but that tipping the waiter is that evil in its most virulent form.

The cootie and the itch, non-observers of armistice terms, will have to sustain a concerted attack soon from all fronts of the Third Army. Nine big steam disinfectors have been ordered into Germany for delousing purposes. If it doesn't take the first time, there will be a second, third, fourth, or as many as are necessary. And while the men are going through one mill, their clothes will be going through another.

The new American salvage depot at Coblenz-Lutzel has now turned its German employes loose among the O.D.'s. All old clothes of the Third Army will go through this plant instead of the one at Tours, and complete arrangements have been perfected to reclaim everything reclaimable.

Overheard in a Trier mess line:

"Say, this war's going to help us married guys save a lot of money."

"How's that? Didn't notice you were getting any more economical."

"No, but now when the wife asks me for coin to get a new pair of shoes I can make her turn in the old ones first and make sure she isn't spending it for the movies."

There stands in the abandoned enemy ordnance office at Third Army headquarters, at Coblenz, a huge German shell, about six inches in diameter and nearly six feet high. It will never spread death and destruction, but some Yank with true Yank ingenuity has set it upright on its base and fitted over the apex a circular wooden collar in which hooks have been screwed, and it makes the niftiest clothes tree in the entire A.E.F.

What's in a name? An American private who had lost his detachment somewhere down the line drifted into Trier and spent almost a whole afternoon demanding the way to "Traveze," pronounced to rhyme with "trapeze." It was only after prolonged search and much racking of brains that somebody divined that he was putting an excessively phonetic prohunciation on Treves, and that he was where he wanted to go already.

When the 89th Division Headquarters Troop entered Kyllburg, Germany, recently and established division headquarters a room was set apart in one of the hotels for an officers' club room.

In one corner of the room was a large plaster-of-Paris bust of Kaiser Wilhelm. Around the walls were numerous brass plaques with heads in bas relief representing various German notables.

Upon entering the room after the first officers' meeting the landlord beheld the bust of Wilhelm in a shattered heap in one corner of the room. At the next meeting the officers noticed that small printed cards had been placed under each of the brass plaques. Examination showed that each contained a brief identification of the person represented.

Each description ended with the sentence, "He is not a member of the Hohenzollern family."

"Neutral zone; U.S. Army limits" is the wording of the signboard at Post No. 3, Molsberg, the most advanced post of the A.E.F. in Germany. Sentries guard the road here day and night, and only the holder of the most official and authentic sort of pass can get by. The only known violator up to date is a small naturalised American black mongrel pup, originally christened Rags, but known in Germany as Schrecklichkeit, who pursued a chicken under the barrier far into neutral territory and then returned to the zone of occupation without being challenged.

Making change in Germany is not the easy matter it is in France or America. There are few small coins in the ex-Fatherland, so that if a shopkeeper hands one a string of sticky-ten-pfenning stamps one may as well take them philosophically and let it go at that.

An American flyer at Coblenz recently, after several flights over the Rhine, suddenly made a swoop, headed directly for one of the lofty archways spanning the high structure above the pontoon bridge, and sped cleanly through it. The clearance is reckoned at about 75 feet.

Should Chinese Change Their Ways? Their Costume, For Instance?

BY ROVER

(Especially Written for THE CHINA PRESS*)*

Just after the inauguration of the republic, when the reform party was triumphant over the conquest of the Manchus, one of the most striking features apparent everywhere was the hysterical eagerness to throw everything Chinese overboard and to ape everything that was modern or foreign. It was considered a sign of regretful clinging to reactionary principles to wear Chinese dress and to conserve even the most elemental Chinese etiquette or practices.

The cutting of the queues was only the beginning. Everyone made a bee-line for the nearest shop where so-called foreign clothing could be made, and foreign style hats to be purchased and most theatrical were the resulting transformations of costume. All articles made after a foreign style commanded kite flying prices. All the elaborate Chinese wardrobes were delegated to the second hand dealers or the pawn shops, and the stocks accumulated therein were something enormous.

But although of only a few short years have passed since that epoch, where are all those foreign clothes now? As you look around China you find that the Chinese wearing foreign dress is not only rarity but is regarded somewhat as a reformer with kindly feelings to the Southern party which is so indifferently regarded by the powers that be. This ruthless cutting of the gordian knot and trying to become modern and civilised by changing the style of one's attire has in the natural cause of events proved to be not only a fallacy, but a comedy. And why should the Chinese change? Every nation is surely entitled to retain its personal characteristics. What is absolutely necessary if a people wish to keep up in the race of modern evolution, is that they discard only those things which were tending to clog their steps on the way of progress and retain without fear of any foolish, half-baked criticism their own external etiquette and costume which it has taken Dame Nature countless centuries to adjust to the particular requirements of this land and people.

It can easily be conceived that the foreign conventional raiment, with its starch stiffened collars and cuffs, its textiles unsuited to the climate of the East and its foot torturing boots and shoes, are repugnant to the Chinese masses. The Chinese clothing which can be costly or most economical according to the purse of the wearer and which by its cut and easily adjusted size, can be passed on as a family heirloom from father to son, is not easy to be changed in an arbitrary way.

What could be more suited to the requirements of the country agricultural workers than their blue cotton clothing which can be washed and dried without any trouble? Just fancy the mountaineers trying to scale the steep sides of those eminences in patent leather shoes. What could be more adaptable than their straw sandals which cost only a fraction and assist the wearer to keep his footing in the slime and the mud? And than take the Chinese paper umbrella which is so much ridiculed in the caricatures of the Chinese. What could be more adaptable and bring more comfort to the user at the least expense than this. In the rainy season it shelters the peasant from the elements and during the months of torrid and exhausting heat it is the best friend as a protector from the rays of the sun.

And then think of the Chinese family relation. The respect given to elders, the discipline of the home or of the shop, could these be improved upon by the modern theory that Jack is as good as his master?

The more you think about it, the more one can sympathise with the national aspirations of the Chinese to cling to their cherished traditions. During the brightest days of their history they were entirely on their own and untrammelled by foreign influences.

Although it must be conceded that China has received benefits from her foreign friends, yet it must also be allowed she has had occasion, in fact is at the present time daily receiving practical proof that foreign interest is not always a thing to be craved for.

In conclusion I think we can agree that China ought to be encouraged in her love and veperation for the things which are applicable to her and which cannot be easily supplanted or replaced.

Let China by all means clean up all the things which like the tentacles of an octopus are dragging her down, let her discard all those vicious tendencies and reactionary ways which are hindering her holding her own in this critical time, but it is no use whitewashing the sepulcher only. White is white and black is black and it is necessary that the regeneration of China come from within and not from without. Radical changes and comic opera stunts cut no ice.

Good Digestion A Joy

Sound Hints for Dyspeptics

Good digestion is not appreciated until you lose it. Then you cannot afford to risk making experiments by trying uncertain remedies. Strong medicines are hard on weak stomachs.

To be able to eat what you want and to digest it is a priceless blessing. If you have lost it do not be deceived by the claims of predigested foods, purgatives, and stomach tonics, so-called.

There is no tonic for the stomach that is not a tonic for every other part of the body. As the blood circulates through all the body, an improvement in the condition quickly results in strengthening any weak organs. Rich, red blood is absolutely necessary to proper digestion. If your stomach is weak, and you are troubled with flatulence, sour risings in the throat, a feeling of pressure about the heart, and palpitation, try the true tonic treatment of Dr. Williams' pink pills.

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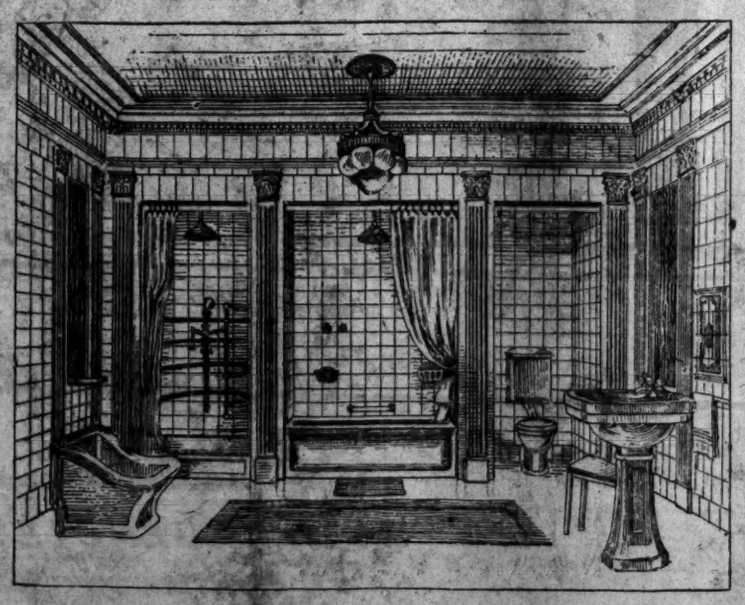

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Why Do We All Tell So Many Lies?

We Don't; It Is Only Because Our Memory Allows Us To Remember What We Want To Remember, Psychologist Finds

"The accuracy of reports of what has been seen or heard," says Edgar James Swift in his book, "Psychology and the Day's Work," (published by Charles Scribner's Sons, New York), "is a matter of wide interest. In courts of justice it decides the liberty or life of the defendant, and in the social world the narration of conversations or events often disrupts a community and destroys the happiness of all concerned. Assuming an earnest desire to narrate the facts as they occurred, what are the chances for a truthful narration, and does the feeling of accuracy assure a reasonably correct reproduction?"

Leaving these two questions for the moment unanswered, Prof. Swift then goes on to cite a concrete case:

A Remarkable Criminal Trial

IN 1871 Alexander Jester started east from Kansas in a light spring wagon with canvas top, drawn by two small pony horses. While fording a stream near Emporia, while the horses were drinking, he fell into conversation with Gilbert Gates, a young man who was returning from homesteading land in Kansas. Young Gates was traveling in what was then known as a prairie-schooner, drawn by a pair of heavy horses. Jester had three young deer in his wagon and Gates a buffalo calf. They decided to travel together and give exhibitions with their animals to meet expenses.

When they reached Paris, Mo., Gates had disappeared. Jester's explanation, at the preliminary hearing, was that Gates became homesick and sold his outfit to him that he might hasten home by rail. Jester was seen leaving Paris driving Gates' heavy team with his own lighter team tied behind. Later he sold the heavy horses and various other articles known to have belonged to Gates, but which he claimed to have purchased.

It is not our purpose here to decide the merits of the case, but rather to call attention to certain exceedingly interesting psychological details.

Remembering Thirty-year-old Events

Jester was soon arrested, but escaped and was not brought to trial until 1901. Thirty years, therefore, had passed since the events which witnesses were called upon to testify. Besides, there had been a blinding snowstorm at the time when the crime was supposed to have been committed, and of course this would have interfered with accurate observation. Furthermore, when the witnesses "saw" the things which they related, they were not aware that a crime had possibly been committed. Two preliminary questions suggest themselves: First, would any one note, as carefully as the subsequent testimony indicated, the peculiarities of a chance traveler on the road, especially in a blinding snowstorm, and at a time when no reason existed for unusual observation? Second, would observers under these circumstances be likely to remember, after the lapse of thirty years, the minute details of what they had seen?

When the trial was held two women described the size and color of all the horses, the harness of the heavy team, the figure and appearance of Jester. They further testified that, looking into the bottom of the wagon as it approached, they saw lying there the outlines of a human form with a buffalo robe thrown over it. They gave this testimony confidently, thirty years after the event, notwithstanding they were twelve and fourteen years of age, respectively, when the events transpired, and though they were riding at a canter in the face of a heavy snowstorm, with veils tied over their faces, and the horses which they met were traveling at a fast trot when they passed in the storm.

A farmer swore that the buffalo robe was covered with blood. Still another witness swore that, while helping Jester start his wagon, the canvas blew back and he saw the body of a man with his throat cut. The description this witness gave of the body was that of young Gates.

These Witnesses Were Truthful And Friendly People

It is evident that, whatever the merits of the case, the testimony of these witnesses after a lapse of thirty years was amazingly exact. Yet it would be unfair to assume that they were dishonest. All of them were people of good standing in the community. Even the attorney for the defense spoke in the highest terms of them. "They were among the best people of Monroe County," he said. "They wanted to be truthful, and they were very friendly to me, entertaining me overnight when I was looking up evidence preparatory to the trial."

What then was the explanation of their remarkable exactness, even in the smallest and in some instances least noticeable and least interesting details?

The key to the mystery lies in the way in which the case was worked up, the publicity which it received, and in human psychology. The detectives, as they secured one fact after another, cultivated the information by suggestive questions. When, for instance, a prospective witness said there was a buffalo robe in the wagon, the detectives would ask if it covered the outline of a human form. Also, the case, a first-class news story, was featured in the country newspapers. Pictures were published, of Jester and Gates, of the horses and wagons, of scenes in the chain of events. The pictures were based on what witnesses said they saw, and what the detectives said they must have seen, and reportorial imagination supplied whatever was lacking. In the end, fact and faction became undistinguishable. It is a well-established principle of psychology that if you tell a man something often enough he finally accepts it; and as he continually repeats it, even as a possible fact, it ends by becoming firmly fixed. Then he believes that he saw or heard it.

How Memory Gaps Are Filled In

All this happened thirty years after the events. The undetected vagueness of memory-details of the witnesses furnished a fertile soil for the growth of imaginary pictures. The attempt to see faces in the moon is a comparable experience. With a dim outline, or a sketch with several possibilities, there is always a strong tendency to fill in the outlines, usually with what is in one's mind. Ask a group of persons to indicate what kind of a figure six is upon their several watch-dials. They will be found to dividin between VI. and 6. A few, whose "memory" is more accurate than that of the others, recalling that the figures take their line of direction from the center of the dial, will write the figures upside down. All, except those to whose attention the peculiarity has already been called, will "remember" seeing the figure. Yet, in watches with a secondhand, there is no six.

There are many ways, despite the best intentions of truthful people, in which the memory may thus be disturbed and distorted without the individual's being aware of the alteration. They reveal the fickleness of the reproducer of past experiences.

You 'Remember' What You Desire To Remember

"In telling others of our experiences," says Prof. James, "we almost always make our accounts more simple and more interesting than the truth. We quote what we should have said or done rather than what we actually said and did; and in the first telling we may be fully aware of the distinction. But, ere long, the fiction expels the reality from memory and reigns in its stead." In short, the tendency to enlarge upon a story is a fundamental human impulse.

Closely related to the effect of much talking is the influence of much thinking. Long-continued pondering over details which one feels must have happened, and trying to think whether they occurred or not, usually ends in their recollection. We think of what we wish had happened, of possible interpretations of actions, and soon we are unable to distinguish between things that actually occurred and our thoughts of what might have happened. Our wishes, hopes, and fears are the controlling factors. The old soldier, with his wonderful tales of events which never occurred as he relates them, though he is entirely oblivious of inaccuracies, is an illustration.

As will be recalled, two preliminary questions were asked regarding the value of some of the testimony given in the Jester case: Would any one note as carefully as the testimony indicated, the peculiarities of a chance traveler on the road, at a time when no reason existed for unusual observation? And would observers be likely to remember the detail after a lapse of thirty years? Psychology definitely answers "No" to both questions.

Feeling Of Accuracy Is No Criterion

And to the more general and fundamental question. Does the feeling of accuracy assure a reasonably correct reproduction, when an earnest desire to relate the facts as they occurred is assumed? the answer of psychology is equally definite. The feeling of accuracy is no proof. The omissions are forgotten; the substitutions, transpositions and interpolations fit naturally into the memory series without mental disturbance. It was so with the witnesses in the trial of Jester, though their stories were told and testimony given thirty years after the events which, when they were observed, did not have the element of interest needed even to fix their attention.

In short, a man may think an occurrence so intensely in connection with other events that it assumes a place among them. He then "remembers" that it happened. So confidence and assurance really signify little. Indeed, the most positive witnesses and narrators are the very people most to be regarded with suspicion—because of the very assurance of accuracy. For knowledge of the inaccuracy of observation and memory, and conviction of the possibility of error by one's self, are the very best guarantee of truthful reports.

Crowning Example Of Misleading 'Memory'

A case which occurred in a German police court illustrates the absurd length to which false "memory" may lead, even in so simple a matter as identification of a person.

A seventeen-year-old boy named Zinny was accused of having stolen certain articles from a house. The evidence showed that the thief, in the attempted flight and pursuit, threw the things away, and that Zinny, when caught and brought back, was at once recognised as the robber by the wife of the janitor. She also identified the defendant as Zinny, the thief. Further, two men swore that the defendant was the man they had seen carrying the things out of the gate, and who was pursued and caught. The identifications seemed perfect, and no witnesses were called for the defense.

Before passing sentence, the judges asked the defendant whether he had anything to say for himself, to which he replied that the verdict did not interest him in the least, because he was not Zinny, but Nowakowski. The explanation was that some days before Nowakowski had been convicted by evidence which he knew to be false, though not perhaps intentionally untruthful. He had, therefore, arranged with Zinny to exchange roles in the court proceedings. He took Zinny's place to show the judges how little reliance can be placed upon testimony regarding identity.

The judges could be convinced that the testimony of so many honest folk was erroneous only after the real Zinny and the jailer were brought before them and had verified Nowakowski's identification of himself. It was then learned, to the further discomfiture of the judges, that one of the prosecuting attorneys in the trial of "Zinny," one of the presiding judges, and a minor court official, had participated in the original case against Nowakowski, and yet did not recognise him when he appeared before them as defendant in the assumed role of Zinny.

The tendency of the judges in this case was to feel aggrieved, as if the dignity supposed to hedge justice about had been somehow invaded. A psychologist views the matter in quite a different light.

How Much Do You Remember About Your Watch's Face?

Memories have their roots in previous experiences and observations, and observation itself, the author quoted on this page points out, is extremely unreliable and defective.

To find out for yourself whether he is correct in this statement you can apply the following test:

What kind of a figure six is the one on your watch-dial? You have probably looked at it many dozen times every day you have been carrying that watch? But can you answer the question without looking once again?

Is the numeral a Roman VI. or an Arabic 6? And, whichever it may be, is it painted there right-side up in the usual fashion, or turned upside down so that its base faces in to the center of the dial?

Try to be positive in your answer. Then look at your watch and see whether your observation and memory are to be completely trusted.

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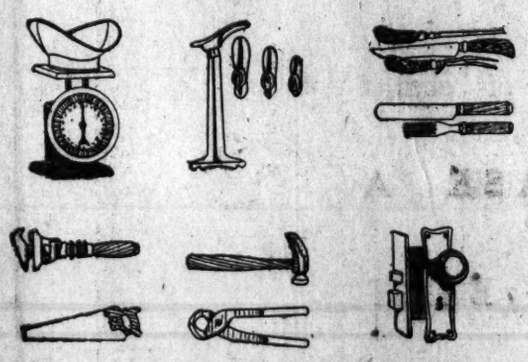

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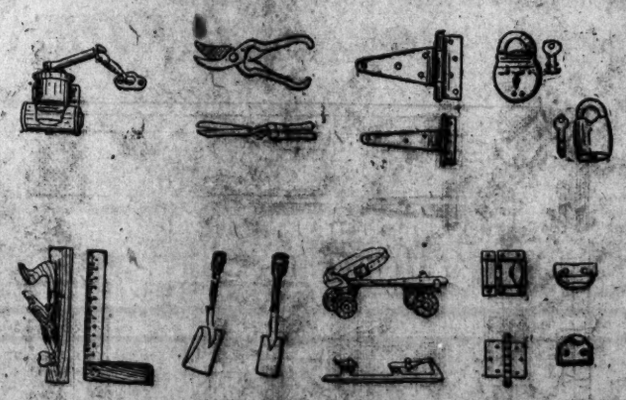

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The Tsarina's Last Love Letter

The Chicago poet, Carl Sandburg, says The Tacoma Times, has brought back to America from Stockholm a most remarkable letter. It is a letter said to have been written by the unhappy Tsarina of Russia to the Tsar just before the latter's abdication. Mr. Sandburg is quoted as calling it "the strangest letter of love, politics, war and religion ever written by a woman." The text of the letter, as published by the above mentioned paper, follows:

"Tsarkoe Selo, Feb. 27, 1917.

"My Best Beloved: Sorrow and a hurt was inside of me when I let you go by yourself without any company at all from our rare little Bebe. What a ghastly time it is we are living through! And our parting at this time makes it all the more ghastly. For now when you are tired and worn out I cannot be near by to take care of you.

"God has laid a heavy cross on you. I wish deep within me that I could help you carry this burden. You are brave and plucky. With all my soul I am suffering with you, more than I can say in any words I write you. What can I do more than pray to God and pray again? Our dear friend (Rasputin), who now finds himself in the other world, he, too, prays to God for you. There he is near to us. But how willingly I would consent to hear his comforting and quiet voice now. I am convinced God is going to reward you for what you must now suffer and stand against. But how long must we now wait?

"It does seem as though our situation is going to improve. My dear, all you need is to be firm and show the strength of your hand! That is just what the Russians need. You have never failed to show them kindness and goodness of heart; let them now understand that your fist is doubled and ready! They ask that of you themselves. Many have said lately to me, 'We need the knout.' It is strange, but such is the nature of the Slav.

"To be firm now means to be cruel and warmly loving at one and the same time. From the time they first came to know you and Kalinjin (Minister Protopopov) they have been more quiet. You must teach them to be afraid of you—your affection is too little for them. A child that cares for its father must be afraid to be disobedient and bring sorrow to its father. Sometimes a man must drive with tight reins, not loose, never letting go, but keeping the strongest hand he knows how to use. Then people will think more highly of him as a good man. If he is always soft they will not understand him. The human heart is mysterious. The upper classes do not in their hearts care for a mild course of conduct. In association with them a spirit of determination is needed, particularly now.

"I was sorry that we could not be alone at our last breakfast together. The children wanted to be there, too. Poor Xenia (the Tsar's sister) is to be pitied. Her daughter has married herself into a worthless and vicious family and taken a husband who is beneath her. I think she has gone far wrong. How much sorrow and suffering there is in the world now! A great heart pain torments humanity and there seems to be no end to it.

"I wish we could find a way to live in quiet and peace. May it be granted us to be strong and struggle forward on our thorny way, forward to a radiant goal! I hope you will not have any difficulties with Alexiev and that you can soon come back. This is not a selfish hope. I understand only too well how the bellowing mob acts when you are near. They are afraid of you now and they must be made still more afraid of you. Therefore, wherever you go they must tremble before you. Among the cabinet ministers, too, you are a power and a leader. Come back soon.

"You see what I ask of you is not for my own sake and not at all for Bebe's sake, because we know you keep us in your thoughts all the time. I know the duty that takes you away from us and that now you are needed there much more than here. So then, as quick as you can, clear up your affairs be good and come back here by March 1, when I hope that all will be as it ought to be.

"Come home. Your wife—your helpmeet stands on watch back of the front. It is true she cannot do much. But all who have been near by know she is your supporter.

"My eyes ache with tears. I am going from the station straight for Jungfur Marie's church, because it is there we have always been together. This will quiet and strengthen me, and I shall pray God for you, my angel.

"Ah, my God, how I love you! Always more and more, my love for you is as deep as the sea. My affection for you is immeasurable.

"Sleep quiet. Don't cough. The change of climate will help you to a better health. May white angels protect you! Christ is with you and Mother Mary will never leave you. Our friend (Rasputin) has committed us to his guardianship. I send you my blessing and embrace you tight, and rest your tired head against my breast. Oh, it will be bitter for me with the nights alone.

"You are without sun and sunshine, but all of my warm, burning love enfolds you, you my only. Light of my life, my treasure given me from Almighty God, know my arms are around you and my lips touch yours. We are always together and we shall never be parted. Goodby, my dear! Come back soon. Be good, go to Mother Mary's church, where I have so often prayed for you."

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Newspaper In France Is Printed In Chinese

Four-Paged Weekly Published For Benefit Of Celestials In Labor Camps

Paris, April 16.—One more journalistic by-product of the war is a Chinese newspaper with a paid circulation of two thousand, edited under the auspices of the Y.M.C.A. educational department by Y. G. James Yen, who worked with the Chinese laborers at Boulogne.

This paper, extraordinary for several reasons aside from the fact it is the first to be printed in Chinese in France, before or during the war, makes it possible for the 150,000 Chinese laborers working with the French, British and American forces to get news of the world.

Heretofore they have depended upon the hearsay knowledge, of English-speaking Chinese, or upon a Chinese Y.M.C.A. secretary. Now the Chinese workmen can get once a week all the news.—The Peace Conference, European and American, and the last word, political and general, in China.

Started Last Fall

The paper is the outgrowth of a weekly bulletin which Mr. Yen, who came to France as a secretary with the Y.M.C.A. last July began to publish last fall at Boulogne, where he was in charge of a hut established for Chinese laborers.

The extraordinary thing about this paper, something which the Anglo-Saxon eye could never get without aid from a Chinese reader, is that it is the first of its kind to be printed in unofficial unliterary Mandarin.

Most of Chinese literature is written in what Chinese call Wen-li—the old classical written language, packed with archaic allusions, stereotyped in certain old set forms and phrases, indirect and antique.

Mandarin, on the other hand the spoken language of the greater part of China, is a living and conversational thing. In this medium, in direct contradiction of all practice and tradition, the Y.M.C.A. man has printed his publication.

Shanghai College Notes

The adverse decision of the Peace Conference in Paris concerning Kiaochow stirred up the students very greatly, and one result of it has been that the students with the permission of the faculty have formed a National Welfare Society with the patriotic object of helping China in every possible way.

• • •

On Friday afternoon, May 9, an inter-academy track meet was held, when Wayland Academy, Hangchow, contested with the Shanghai Baptist Middle School. Wayland won with a score of 72 to 36. A special tennis contest was also won by the Wayland students.

• • •

A series of community meetings for the Chinese people of the neighborhood has been inaugurated under the auspices of the Woman's Auxiliary. The meetings have taken the form of plays and health talks. The average attendance has been over 150. Another form of social work ducted the Auxiliary has been conducted at the neighboring Yu Cheng Weaving and Dyeing Works, where there was recently formed a troop of boy scouts under the supervision of Assistant Professor Yen En-tswen.

• • •

On Friday evening, the Y.M.C.A. put on a moving picture show. The audience was thrilled by the films on automobiles, Y. M. C. A. army work and European war scenes.

• • •

Evanston Hall is being built rapidly, the walls of the second story having recently been finished.

• • •

A new club was recently formed, the Chinese Literature Club membership in which is open to men who have elected Group Five (Chinese Language and Literature).

• • •

On Thursday afternoon a tennis match was played between the varsity tennis team and the American School team. All the matches were won by the varsity team.

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Today's Church Services

Holy Trinity Cathedral.—Fourth Sunday after Easter. 8 a.m., Holy Communion. 9:30 a.m., Children's Service. 10:30 a.m., Sung Eucharist; Harwood in A flat; "Of the glorious Body." (Vittoria), Hymns 207, 127, 322, 308; Preacher, The Dean. 6 p.m., Evensong; Anthem "In thee is gladness" Stanford; Hymns 133, 550, 23; Preacher, Rev. C. J. F. Symons, M.A. Five minutes before the hour of every service worshippers may sit in any unoccupied seat.

St. Andrew's Church Broadway.—10:30 a.m., Mattins. Preacher, Rev. C. J. F. Symons, M.A. 2 p.m., Children's Service. 6 p.m., Evensong; Preacher, The Dean.

Union Church.—Sunday, May 18. 11 a.m., Preacher, Rev. C. E. Darwent, M.A.; Subject, "The miracle of Christianity;" Chant 99; Te Deum (Smart in F); Hymns 579, 257, 64. 6 p.m., Preacher, Rev. C. E. Darwent M.A.; Subject, "The diracle of man;" Chant 138; Hymns 27, 327, 550.

St. John's Pro-Cathedral, Jessfield.—Evening Prayer in English at six o'clock. Preacher, The Rev. F. L. Hawks Pott, D.D.

St. Joseph's Church.—Sunday, May 18. Masses at 7, 8, 9:15 and 11 a.m., At 11 a.m., High mass, Sermon in English. At 5 p.m., Benediction of the Blessed Sacrament. Masses on week-days 7 and 8 a.m.

The Sunday Service League.—Miss Anne G. Seesholtz, until recently National Secretary for State Universities in America, and special worker on the War Work Fund Campaign, arrived in China on May 3, to be National Student Secretary among women students. She will speak at the meeting on "Seeing the World Straight" today at 5 p.m., in the Martyrs' Memorial Hall, 120 Szechuen Road. Music: Solo and Quartet.

Christian Science Society of Shanghai.—Massonic Hall. The Bund, Sunday Service 11 a.m., Subject: "Mortals and immortals," Sunday School 10 a.m. Wednesday Evening Service 6 p.m. Reading Room open daily except Sunday 10:30 to 12:30 at No. 21 Nanking Road.

Shanghai Free Christian Church.—Corner of Range and Chapoo Roads. The services in the above will be conducted as follows: Morning 11 a.m. by Rev. W. Hopkyn Rees, D.D.; Evening 6 p.m. by Rev. G. W. Gibb, M.A.

American Song Service.—Mr. Milton T. Stauffer, of the China Continuation Committee, will begin a series of three addresses at the American Song Service this afternoon at the Palace Hotel at 5 o'clock. The subjects of these addresses have been announced as follows: A Cheerful Spirit; A Healthful Atmosphere; A Faithful Companion. There will be special music.

Peace Of The World Depends On Equitable Distribution Of Food

By William Allen White
(New York World)

GREASE rather than guns will determine the peace of the world for the next hundred years—the equitable distribution of grease through the world. For the need of grease forces nations to begin wars; the lack of grease impedes the progress of civilisation. These facts have been brought out time and again by the conversations and discussions at the world's Peace Conference. The balance of power is, after all, not a matter of arms and men but of grease, and by grease one means fats, oils and meats. Even as it was largely the lack of grease that beat Germany, a fair treatment of Germany in the matter of grease by the world's masters will keep the world's peace.

This big outstanding fact makes an important international citizen out of the American farmer who gets up in the morning, stamps out in the snow, fires up the tank, heats the feed for his hogs before dawn and hauls feed for his fat steers in the early twilight. Time was in the last century when the American farmer was an individualist. His pork and beef were for his own table. Now his pork and beef go to the uttermost parts of the earth. Upon their equitable distribution by the nations of mankind depend the destinies of millions. The American farmer is the world's great purveyor of grease and grease is the pawn of peace.

To grease may be added also wheat—grease and starch, and as the world now is making itself over, grease and wheat must come from the United States to feed the world for at least a generation. The war has disturbed balances. The flocks of Europe have been wantonly slaughtered. The grain fields of Europe have been lying fallow or have been turned over so that they will be sterile for years. Young men by the millions who should be cultivating these fields are dead or are so badly crippled that they may no longer fare forth afield. Many of these cripples are sitting at work benches in industries and they and their families must buy their food from afar.

And also a new era has come into the world in that the food which sufficed men five years ago will not satisfy them now. Their standards of living are higher. They require more meat, more grease, more wheat bread, more sugar than ever they required before, and they have political power enough to get it. To get it means that more of the world's grease and starch must come from the American farmer—and at a better price than ever he has had before. For he, too, has tasted prosperity. He has his touring car; in a year or two he will require another and funds must be forthcoming to pay for it. So he must continue to get something like his present prices for his hogs and wheat.

The world has moved up two or three pegs in the scale of living, and the movement largely has been from below. Those at the top could not live much better than they were living as civilisation is constituted. It will take some overwhelming invention to lift up the upper crust; but the war has elevated the standard of living of the workers—whether upon the farm or in the shop—and they are in a large enough majority politically and have enough power and enough intelligence to use their power so that the upward movement is to be permanent, and to be permanent the extra supply of food must come from America. And all the palaver of the Peace Conference at base has been a sincere endeavor among the wise men of the world to readjust the new world's food supply to the new world's food demands. So it has been a conference of grease as well as peace.

America's position is this: We are the world's banker and the world provisioner. Every country in the world owes its national debt to the United States. Now other countries—South American countries, say—produce a surplus of food. But they buy nothing from Europe; Europe owes them nothing; there is no reasons why Europe should trade with them. And there is a strong reason why Europe should trade with America. For a time Europe will not be able to pay us for food; she has neither goods nor money. We shall have to trust her.

That will require a rather elaborate financial system, a great international bank. The French have worked out this plan. This bank will be a greater assurance of peace than the Allied armies and navies—and incidentally it may become a more acute cause of war. For at least a decade, until Europe is rebuilt, into this bank must come the world's trade balances—always in favor of the United States, and from it must come some sort of guaranteed paper for the payment of the world's debt, the running account of the world with Uncle Sam for the month's grocery and meat bills. Now this bill of the world is of some concern to the American banker, but it is of vastly more concern to the American farmer.

European promises to pay may or may not be valuable.

The American farmer, while those promises to pay are pending and floating about in the world's strong boxes, has parted with his cattle and his crops and fundamentally the farmer will have for his goods some Americanised form of the European promise to pay. But if Europe does not and cannot pay, some one will have to pay, maybe there will be the devil to pay—which is war. But when it is all done the land will foot the bill, some way.

Now the only thing which can keep the American farmer from getting his money finally is war. He can afford to sacrifice much for peace. Whether he likes it or not, he is forced into provisioning the world! Whether he likes it or not he will have to receive for his work some sort of a promise to pay guaranteed by the brokers who sell the goods. They have little back of their guarantee. They are betting on peace for a hundred years to come, to clear up the debt. Peace is the hope of the man who gets out at dawn to swill the pig that makes the grease to fill the bellies that build the bodies that make the millions that establish the industries that strengthen the nations in this elaborate house of cards that all the Jacks of the world are building today.

Given peace and for a dozen years the prices of the American farmer are secure. It will be five years before the herds of Europe are restored. It will be ten years before the industries of Europe are able to feed themselves and provide their own raw materials. And order de-

(Continued on Page 15)

Steps Toward Democracy In Japan

An American Educator's View

By George Trumbull Ladd
(Emeritus Professor of Philosophy, Yale University)

The democratising of Japan meaning the progressive recognition by all the people of their rights and duties toward the existing Government and their increasingly active participation in it—may be divided into three fairly distinct periods. The first of these extends from the revolution in 1868 to the granting of the Constitution in 1889 and the assembling of the Diet under this grant in the Winter of 1890-1891.

From of old the Mikado had been the heaven-descended, absolute, and infallible "head and fountain of all power." But the actual rule had been in the hands of certain great feudal lords who either dominated him and his court or removed from him all semblance of real power. The aim and the result of the revolution were to give to the Mikado a relatively complete independence, both theoretical and actual, of this domination. But through all this period the powerful clans of Satsuma and Choshu continued to be the real rulers of Japan, though as the boy Emperor grew to manhood his authority and wise choice of his advisers gave to him an increasingly large measure of actual control. But the body of the people could scarcely be said to have had part in self-government or, indeed, any clear conception of their right to self-government.

The Constitution was promulgated in 1889 as a gift from the Emperor; but the Diet, consisting of two houses, which it established gave a certain small measure of control over public affairs to commoners as well as noblemen and at the same time a larger measure of popular control was allowed over local affairs. But those who possessed the qualifications for election included only a little over 1 percent of the entire population.

There began at once, however, a strife over the interpretation to be given to the powers of the Diet, and specially over its relations to the Cabinet and to the Privy Council. Should the Cabinet be conceived of and treated by the quasi-popular assembly in the autocratic German fashion or in the fashion of constitutional England? There can be no doubt about the meaning of the Constitution itself. The Cabinet is responsible only to the Emperor by whom each Minister is appointed and dismissed at will. And the Emperor chooses his Privy Council according purely to his own judgment and wishes as to those from whom he is to receive advice. But in spite of this fact the struggle between the two not only divergent but diametrically opposed views began at once; and on the whole, though somewhat fitfully, the democratic English view has gone on gaining ground until it may now be said to have achieved a practical supremacy, if not a complete theoretical triumph.

I say the strife began at once, and I make the assertion on the basis of personal experience; for I spent some hours in both houses, at one of the very earliest meetings of the Second Parliament, in the Spring of 1892. The first meeting of the Diet had been very stormy, and the members had spent their time in quarreling rather than in attending to their duties as defined by the Constitution. It had therefore been prorogued by mandate of the Emperor and a new election ordered. The election had been characterised by not a little violence and some bloodshed. In the meeting of the lower house which I attended, each party was accusing the other of employing Soshi, rowdy youths or "toughs," to waylay with bludgeon or knife in hand—with about equal truthfulness. But the new Diet was more liberal than the previous Diet had been. And the visitor was amased to listen to the freedom with which the Government was criticised and the prompt and bold control which the lower house—English fashion—held over the public purse. For when the different Vice-Ministers asked for supplementary grants of money they were forced to appear on the platform, tell precisely how much and what for they wanted the money, allowed only twenty minutes to explain; and then, without debate or reference to a committee, the House voted yes or no, by show of hands. One of the requests to which they said "No" was an appropriation for the repair of battleships!

The limits of the second period of democratisation cannot be so clearly fixed, but the large progress made in constitutionalism may be said to have marked indelibly this period.

The period which is just beginning, and the extent of which cannot be confidently predicted, has had largely for its inducing cause the changes from agricultural to industrial Japan, but it has been accentuated and accelerated by conditions brought about by the European war. For the first time in the history of this the oldest of the world's now existing empires a great rising wave of socialistic opinions, interests, and activities is sweeping over an enlarging percentage of the body of the people, involving all classes and grades of society. It has in Japan, as everywhere, its side of hope and promise and its other side of threatening and alarm. As everywhere, also, it is intensified by the rapid growth in wealth, either acquired or alleged to be acquired by so-called "profiteering" and in other illegitimate or immoral ways, and by the increased cost of living, especially the increased cost of food, and the consequent hardships by way of self-denial, if not increased acute suffering, by the lower millions of the people.

Even thus, however, Japan has probably not yet gone on to the same extent of bitterness toward the wealthy, as such, or toward the old nobility or the imperial family, or toward their own Constitution and laws, as has at present come to characterise most other empires.

The evidence of a rapid growth in the intelligent conviction that the future welfare of Japan depends upon the modification, if not the abolition, of its present system of bureaucratic government, and the substitution for it of a much larger share of decidedly democratic elements, is altogether too strong to be mistaken, not to say disregarded. To quote a few among the numerous examples of this conviction Toshio Fujiwara, one of the principal business men of Tokio, after referring to the general discontent over "deep-seated evils," advocates the following among other quite as radical remedies—public markets, co-operative buying, laws regulating the rent of houses and land, the building by the cities of tenement houses for the poor, the taxing of unearned increment in land, and the abolition of all taxes upon daily necessities. The same phenomena of unrest and the imperative demand for an advance in a truly democratic government are discussed from a more theoretical point of view in a recent issue of the Japan Advertiser by Dr. S. Fashio. After contrasting the changes in the Anglo-Saxon type of democracy as shown by the "dictatorial policy of the Washington Government and the passing away of the English doctrine of economic laissez faire," with the utter breakdown of the Teuton scheme of organisation, this writer agrees with the celebrated authority on social questions, Dr. K. Ukita, that "the two tendencies are dangerously divided in our country." But he thinks that neither method is well adapted to the Japanese. For "the fact is that the individualism of the Japanese is not so well balanced as that of the Anglo-Saxon, and that her democracy is in danger of falling into anarchism; but on the other hand, her democracy is not so efficient and progressive as was that of the Teutons." In answer to the question, "What can we do?" he expresses the belief that salvation must come "by the awakening of the bureaucratic authorities," and "by making the system wider and more progressive, so as to cover the entire phases of national life."

A more notable expression of the conviction that Japan's safety depends upon its progress in a wise and moderate path of democratising itself is that given in a volume by the Hon. Yukio, Ozaki—a distinguished publicist, member of Parliament and of one time Minister of Justice in an Imperial Cabinet—and recently published under the title, "Constitional Loyalty: The Voice of Japanese Democracy." Mr. Ozaki's fundamental claim is that the "essence" of Japanese Imperialism, which has distinguished the long history of the Japanese nationality, is "the conformity of the will of the sovereign with the sentiments of the people." The author even goes so far as to assert: "The sovereign has no mind of his own; and on this principle our successive Emperors have acted." the many failures in the past were due to the now discarded feudal system, which intervened between the sovereign and his people.

Before the revolution this system was upheld by the powerful feudal lords, to whose dominance of the earlier Emperors reference has already been made. Since the revolution, and at the present time, the failures lie at the door of the "advocates of clan government and the ascendency of the military and bereaucratic cliques that are now in power. "The realisation of the national ideal will be made possible by a faithful practice of constitutional government, by means of so-called party cabinets and a Parliament representing public opinion. But the political parties now contending for the control of Parliament do not in any wise escape their share of the blame. They are described as chiefly factions, pursuing personal and private interests instead of those of the State; "they join hands with clan cliques; they germinate and grow according to feudal notions." To sum up the matter; "There is reason to be proud of the loyalty and patriotism of the people, but to rest content with present conditions would prove the beginning of the decline of Japan's national fortunes."

That the attitude toward the people which Justice Ozaki describes as traditional from the beginning of the imperial house was actually that of the late Emperor there cannot be the least doubt or suspicion. I do not feel myself guilty of immodest assumption when affirming: I know this to be true. To have it set into reality by a Government where the choice of the Cabinet was invariably conformed to the selection of men trusted for their intelligence and honesty by the people, and by a Parliament elected from men similarly respected and trusted, although this was not definitely intended or provided for by the Constitution as originally granted, would indeed be the realisation of a worthy political ideal. It is an ideal toward which certain men were, from the first, struggling, and toward which the nation has been somewhat fitfully and blindly groping forward. It is essentially, in principle, the same ideal of democratic government which the framers of our Constitution had with astonishing clearness of view at the time of its framing, but from which we have all too often and too sadly departed. It fixes an ideal toward which we must now direct our faces anew, and determine the political currents unswervingly in that direction.

Side by side with the growing dissatisfaction in the system of bureaucracy still controlling the General Government has been growth of distrust and disgust with the corruption and inefficiency of the Government of the cities of Japan. In this respect they have no sounder reasons than have we. It is to our shame that the Municipal Government of Tokio is attacked and exposed in the public press under the title: "The Tammany of Tokio: a Rotten System of City Government." This Government consists of the Mayor, the Council, and the Assembly. The council is the "nerve center" of corruption: if the Mayor happens to be corrupt, this body is ready for any scandalous plan to be concocted. If the Mayor happens to be an honest man, he is sure to be met by all kinds of obstruction, abuse, and criticism by this same body. Since one-half of the City Council consists of so-called "private" or honorary members it is liable to consist of at least one-half "subtle, unscrupulous, and crooked politicians."

The root of this evil is explained to be the absence of all actual regard for the will of the people in the method of election—a lack, that is, of any real democracy about the whole affair. The Mayor has all the burden of responsibility for the conduct of a city of more than two millions, and if plans at present contemplated for extension of the city limits carry through, Tokio way soon become more populous than London or New York. But the Mayor is appointed by the Assembly, and the Assembly being itself a body of politicians of low grade, is not unaccustomed to appoint some politician who has influence with the General Government. Thus, somewhat as Tammany connects up with unscrupulous politicians in Albany, so does the Government of Tokio connect up with unscrupulous politicians in Parliament. But, whereas in New York the people can really say whether Tammany shall be put in control of its affairs, the people of Tokio have little or nothing to say by way of voting as to who shall have control of Tokio's affairs. No wonder that there is a loud outcry for a new system of controlling Japan's capital city.

Besides the more significant and serious riots which have recently occurred in Japan, and which must be chiefly regarded as violent protests against bureaucracy for its failure to control the popular interests in the means to live comfortably, not to say, live at all, there are less significant and serious indications of tendencies looking in the same direction. One of these is an alleged decline in the public manners. It was the well-merited boast of Japan that a certain knightly spirit and knightly bearing were the inherited and disciplined possessions of the Japanese gentleman. But now that Japanese press is complaining—and by no means, it would appear, unjustly—that appreciation and practice of Bushido are waning sadly. And it is just among the socially upper and middle classes that the decline is most apparent. This is attributed to "the self-loving callousness of the upper classes." The upper classes here referred to are, notably, successful politicians, army officers, and those who have become "upper" by rapidly acquired wealth through profiteering.

In this connection it is pertinent to notice that "the military class in Japan is growing more and more unpopular." This is due to several causes. The brighter young men, when they get through with their compulsory service go into business; the part taken by the army in politics of late, is resented; the idea that war is not the exclusive business of professional soldiers is gaining ground; and the ten years of peace since the Russo-Japanese war is said to have had a "degrading effect on their spiritual life." A recent writer on the subject has gone so far as to make the following, we think, exaggerated statement: "Military uniform is now the mark of stupidity and arrogance rather than of fidelity and dignity, in the popular estimation." "Soldiers are a nuisance, people says"; and "it seems as though General Nogi had taken with him all soldierly qualities."

In no other country, with the exceptions of Russia and Germany, including Austria-Hungary, has the reaction against bureaucratic government produced by the now patent issues of the recent war been so great as in Japan. Indeed, one of the most influential and powerful writers of the country, in the December number of the magazine which he controls, declared that "the downfall of Germany means the end of Japanese bureaucracy." "If, on the other hand, Germany had triumphed or had forced an even apparently drawn battle, bureaucracy would probably have been more firmly fixed than ever, and in a more pernicious and corrupt, because more subtle and concealed and irresponsible form, upon the body of the Japanese peo-

(Continued on Page 13)

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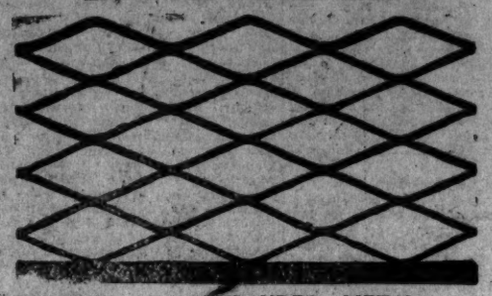

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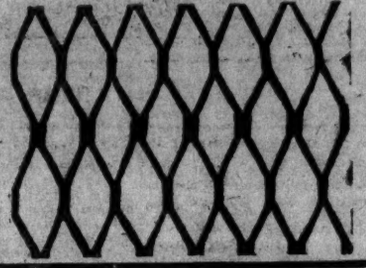

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OVER HERE! By Callahan

AT THE LEAST SIGN OF DIRT MOM HAS TO GRAB A BROOM.
I CAN NEVER SEEM TO KEEP THIS HOUSE CLEAN.
THAT DUST WILL "CLEAN OUT" THE HOUSE.
GOSH! WHY DON'T YOU ASK ME TO GO OUT, INSTEAD OF TRYING TO SWEEP ME OUT.
THAT'S THE STRAW THAT BROKE THE BROOMS BACK.
OOH! WHAT A NICE BROOM GRANDPAS CHIN MATTRESS WOULD MAKE
CALAMITY JANE
IT WON'T DO ANY GOOD SWEEPING THIS HOUSE, IT'LL GET DIRTY AGAIN.
BLUBBER, BROWN DERBY
THE KID WOULD CLEAN UP IF HE COULD FIND VIOLA THE CAT.
WHAT ARE YOU SWEEPING AT THIS HOUR FOR?
FOR THE SAME REASON AS ANY HOUR
DEARIE THINKS MORE OF SWEETING THAN SWEEPING.
WE OUGHT TO PLAY "HOME SWEEP HOME" ON THE PIANO.
WHAT A FINE DUST PAN HE TURNED OUT TO BE.
YOU MIGHT SAY THAT MOM IS SWEEPING POP OFF HIS FEET EH? STUPE.
COMEDIAN
AW! DRY UP!
OH! SEE THE LITTLE BROOM THINGON HATTIES HAT.
DON'T EXPECT A NEW BROOM TO SWEEP CLEAN. WITHOUT THE ASSISTANCE OF ELBOW GREASE.
FROM E.M. McCLOUD & R.D. PIERCE
HOW MANY SWEEPS IN A BROOM?
OL' JOHN DON'T

Musical Matters

By R. B. Hurry, Mus. Bac.

Correspondents wishing to draw attention to musical matters, or to ask questions should address the writer, care of THE CHINA PRESS, *enclosing real names and addresses, not necessarily for publication.*

The acuteness of our hearing, like our sight gradually deteriorates, we are told, at sixteen years of age, so Professor Carl Seashore, of the University of Iowa computes, the highest tone a normal ear is able to appreciate is one with about fifty thousand vibrations a second, while at sixty it will be one of not more than twenty-five thousand vibrations —a loss of about an octave of sound.

As the highest note of a pianoforte is represented by something just over four thousand vibrations, this seems no loss from a musical point of view; yet the professor assures us that the overtones thrown by any musical note (tone) are less easily heard as we get older, so that the full beauty of musical tone becomes less as we advance in years. It is of course indisputable that beauty of quality in tone depends on the selection of overtones present in the sounds. Generally the harsh and ugly sounds have a preponderance of the higher overtones as in the case of so-called "nasal" quality, so if advancing years are to rob us of the power to hear extreme heights it seems that by a law of compensation we shall become less sensitive to unpleasant sounds. The facts, if facts they are, should make us careful in comparing what we hear with what we remember to have heard in years gone by and may account in some degree for the assertion that the music of our youth seemed sweeter than any since.

For our comfort it may be added that we all know of dear old gentlemen who read the smallest print without spectacles, and if with eyes the deterioration is not invariable why with ears? More important than all is that by far the largest part of musical enjoyment is through the mind and aural perfection has little to do with it, short of actual deafness which would render notes of five thousand vibrations inaudible.

The fact that the senses are comparatively slow and clumsy in appreciating shades of intensity is musically a very great gain. All our senses seem to be unresponsive to ratios of intensity less than 4 to 3. Thus eleven trumpets do not sound to us any louder than nine all played with the same force, but twelve would produce the impression as louder than nine, but not louder than ten. Senses of taste, touch, smell and sight appear to follow a similar rough law.

The musical advantage is that perfect evenness in, say, a pianoforte or violin passage is accepted by the ear as such unless the broad limit of one-third difference is exceeded. A scientifically accurate ear would be harassed by the finest and most carefully regulated pianoforte action played with superhuman evenness. Gradations would be a series of jars and bumps, so altogether we have as much to gain as to lose by the clumsy endowments nature has thought good enough for us to get along with.

Steps Toward Democracy In Japan

(Continued from Page 12)

ple, Germany's overwhelming victory in the Franco-German war made the Japanese believe "that the political system of the Empire of Germany was the best and the strongest, after which Japan should follow." Thus, "the Japanese army was organised after the German system. So with Japanese laws, politics, science, and everything else."

But now all classes are awakening and opening their eyes to the follies, failures, and immoralities of this system. Those in the medical circle were first awakened. The military circle is awakening slowly; the bureaucrats more slowly still. But the people are getting thoroughly awake; "they do not see the bureaucrats with the same eyes with which the bureaucrats see themselves. The general situation has changed, no matter whether militarists or bureaucrats are dreaming their old dreams." And now we have, in the newly chosen Hara Ministry, an explicit declaration of the intention to inaugurate a more democratic form of government; to open the offices of the Ministry to all persons except those who come to interfere with business, and to abolish the policy of secrecy and reticence. All this is accompanied by a declaration of the staunches fidelity to the Allies, and especially of intention to do the best possible to cultivate friendly relations with the United States.

The proposed change of Government, as bearing on the protection and improvement of the life of the common people, has in Japan, perhaps even more than it has with us, besides its distinctively political, its more distinctly moral aspect. The crowding into the cities, the rapid increase of the industrial population, the increased employment of women and girls in factory work, tend there as everywhere to increase destitution of the more appalling sort, the vices of social impurity and intemperance, and deaths from tuberculosis, influenza, and other infectious disease. Recent investigations, undertaken by a "Committee on Social Welfare," find that in Tokio alone there are 30,000 destitute families; that in Japan there are 11,021 licensed houses of prostitution; that the number of their guests reaches annually 16,646,645; and that their income aggregates 18,829,672 yen. Besides these licensed houses, there are many thousand hotels, tea houses, and lodging houses, where the same vice prevails. The number of deaths from the preventable disease of tuberculosis is set down at 80,000 a year. It is a highly significant fact, however, that social vice seems much more prevalent in the country places, where the ideas and practices of the old Japan still relatively prevail, than in the cities where the ideas and practices of the new Japan have more firmly taken root. Whereas there is one shagi to 259 males in Tokio, in Gifu and Yamada there is one shagi to 53 males and 47 males, respectively.

We have no equally accurate statistics for comparing conditions in Japan with those prevailing in this country; but I am inclined to believe that, while they have been growing decidedly better in Japan, they have been growing worse in this country. At any rate it calls for admiration, sympathy and helpfulness, to see how earnestly not only the foreign missionaries, but also more effectively the native churches, and large numbers of newly formed associations uniting all good people, are attacking these evils.

At the present hour great hopes of improved government are placed in the Hara Ministry. For the views and projected measures which it places in ascendancy are not the result of any sudden spurt of enthusiasm on the part of the younger and more light-headed generation, as one of the wisest and most sincere and experienced statesmen of Japan, Baron Nobunki Makino, declared in a long interview: "This is a decided epoch in the history of Japan; but we must remember that he (Hara) is no interloper or breaker of records." He is the first Premier to have as his sole title to leadership that he is the President of a great political party and that this party represents the majority of the popular electors.

The Japanese Government has already established a "Relief Work Investigation Council" under the control of the Home Minister. A bill extending materially the right of franchise will be presented to the Diet for enactment.

Another encouraging movement in a similar direction is that to improve, if not to wipe out, the slums of the great cities, especially of Tokio. An earlier regulation gave the Metropolitan Police Bureau authority to destroy an established "nagaya," or cheap shacks, whenever they were found detrimental to the welfare of the city. A more recent revised regulation adds the authority to forbid any further buildings of this character. In carrying out these regulations, however, great care is necessary not to injure the very classes whom the regulations are framed to protect. The desperately poor must be sheltered somewhere; and landlords in Japan as in the United States, are not in real estate out of purely sentimental motives. It would not be at all surprising, then, if the City Governments themselves went into the business of tenement houses for the abjectly poor. Such a measure in Japan would have one great advantage over anything like it attempted in the United States; for this populace is immeasurably more given to personal cleanliness than with us.

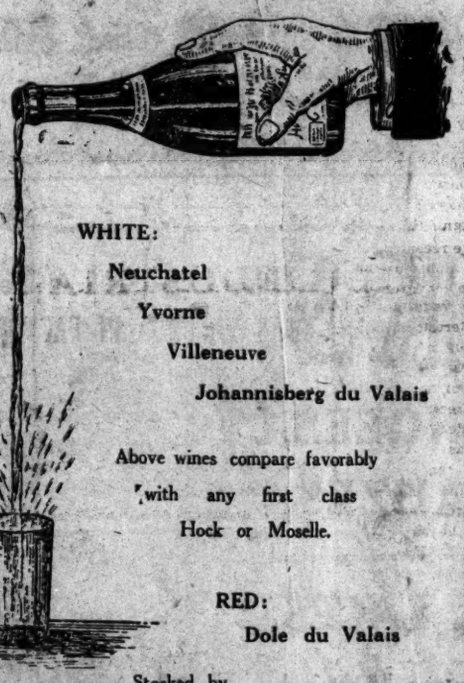
Closely connected with the abolition of the "nagaya" is the fighting of tuberculosis, which ravages the overcrowded districts of the cities of Japan. In certain districts of Tokio, from seven to eight persons live in the space of three mats, (or rooms six by nine). No wonder that the percentage of persons afflicted with this dreaded disease reaches as high as twenty to the thousand.

One remarkable feature of the social changes going on in Japan is the fact that women are ousting the men in the profession of medicine. At a recent rigid examination held by the Educational Department of the fifty-four successful candidates no fewer than thirty-four were women.

On the sentimental side which is by no means without its promise of practical consequences, there are obvious signs of a decline of caste prejudice, and a reaction against the idleness and luxury bred by wealth suddenly acquired, which shows itself in a call to return to the simple life. And here it is pleasant to find the women of England and America during the war appealed to as examples worthy of imitation.

That Japan has many pressing social and political problems to deal with, there can be no doubt. That great risks hover over the Government and the people, dependent upon the way they are dealt with, there can be as little doubt. But this is true of all the rest of us. And Japan is in no more critical position than it has been in, over and over again, since the Revolution of 1868. In the past, under one of the wisest rulers that ever carried a nation through critical times, and by the help of a most remarkable series of great statesmen and warriors, it has had rare success, considering its newness to modern forms of Government, in solving these problems.

SWISS WINES



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Germany's First Democratic Election

Berlin Paper's Account Of Popular Voting That Put Ebert Government Into Power On Historic January 19

(*New York Times*)

Sunday, Jan. 19, was a unique day in German history. The people who fought for four years to keep a Kaiser on his throne turned out to vote for representatives of a popular Government. Even though the new Government has been shaky, the start of it still figures as a historic episode.

Violent street fighting during the days just before the election had left the capital strained and apprehensive. The relief with which the fateful day was safely passed is visible in the account of the election in Berlin papers just reaching New York. Unlike our American papers, the Berlin journals do not give great space to the events of the day. Election figures, several days after the elections, are still incomplete. No paper tries to carry full statistics of the result for the whole country in a single issue.

How the day passed in the capital, with its flurries of excitement and its massive preparations for keeping order, is told in the Germania, organ of the Catholic Party, in its issue of the next day. From that the following translation is taken:

"The election for the National Assembly has been carried out in Berlin without disturbance. The number of voters, as had been expected, was very great, and about 90 percent of all those having the right to vote went to the ballot box. In the first hours of the morning the press was strong. Toward noon the number of voters became less, and in the afternoon one did not need to wait very long before casting a vote. The voting places turned out in most cases to be inadequate. On the steps and along the curb lines formed.

"The streets, at least to outward appearances, were little changed. Outside of a few suburbs, where the parties tried to work up to a late hour with music, moving pictures, and heralds, Berlin gave almost an impression of stillness.

"That the voting went so quietly and undisturbed is mostly due to the strong military control. Seven divisions had been called in to occupy the squares and streets. Everywhere in the voting places there were three or four soldiers with their weapons hung on them who assured the quiet carrying on of the election. In all parts of the city there were strong bodies of troops, in houses and public buildings, ready at the first signal, to act energetically.

"The elections this time had a special note in the participation of the women. The hausfraus and the young women came for the most part in the early hours to cast their ballots for the first time. From many districts, we were informed that old and frail women held it to be their duty, in spite of the many discomforts involved, to cast a vote for the Christian Party. The members of the women's Church orders who have establishments in Berlin all went to the ballot box for the confession of their faith. The Ursulines in Lindenstrasse at 10 o'clock in the morning went in closed carriages to the nearby voting place in Jerusalerstrasse. The gray sisters from Niederwallstrasse voted in the aula of the neighboring Friedrich Werder Oberrealschule. Also the Dominican sisters, the Sisters of Mary, and the members of the other cloister societies went to vote.

"In the newspaper quarter, where there was not too much confidence in peace, or, better, in the Spartacides, an apparently strong military force was to be seen. Patrols on horseback and on foot passed through the streets, and houses near the voting places had received on the roofs sufficient protection against every attack. In addition, throughout the district, detachments of the Jaeger corps had been quietly disposed, who were to take action on any unforeseen event. But of disorder or violation of the election nothing was reported.

"Only in Leipzigerstrasse, between Mauer and Wilhelmstrasse, were some grenades thrown down from roofs into the streets during the course of the day. An energetic search for the perpetrators began at once. Unfortunately, it did not succeed in discovering these Spartacides. In the afternoon about 3 o'clock some shots were fired from the house at 113 Leipzigerstrasse, corner of Mauerstrasse, at a military automobile, but no one was wounded. The street was at once barred off and military assistance called in. The soldiers blew up the locked door of the house with hand grenades and searched through the house without finding the shooters, who must have got away over the roofs. Strong military forces thereupon were placed in the houses in the neighborhood and opposite and lookouts established on the roofs.

"At the Berlin Police Presidency, where the court on the day before the election had been supplied with field guns, machine-guns, and a large number of men in anticipation of a struggle with the Spartacides, there was no report of any kind of trouble. How the Government had prepared is shown by the fact that patrol automobiles carrying thirty infantrymen, armed with light machine-guns, as well as armored cars with their gun holes open and with the gun barrels sticking out, traversed the streets of the east and north side of the city and so performed a valuable service in watching.

"At several of the election places there appeared in the evening a Captain in uniform in an automobile who declared that he had been commissioned to take away the whole of the election data at 8.45 o'clock from the election officials. For that purpose he would come again with his car. Since this was in complete contradiction to all the election advices, the election officials made inquiries at once as to the meaning of the sudden change. It was soon ascertained that the man was a swindler who was apparently trying to get hold of the election data in order to destroy it. By despatches all uninformed election officials were warned. At the same time preparations for safety were sharpened and strengthened. The 'Captain' must have got wind of this, for he renounced his enterprise and was not seen again.

"For the safe-keeping of the ballot boxes special measures were taken. From different quarters police headquarters had heard that the Spartacides at 8 o'clock would make an attempt to take the election places and destroy the ballots. For this reason, strong detachments of troops were sent out in the evening in order to nip any attempt in the bud. A large part of the ballot boxes remained during the night in the election places where the Government troops kept watch. The ballot boxes were then brought under guard to the Rathaus.

"In the center of Berlin, the former First Berlin Election District, the election passed off generally very quietly and smoothly. Wilhelmstrasse, which fourteen days before had been the theater of terrible scenes and bloody fighting, lay still and almost empty. Traffic there was scarcely more than on the week days. Only the gray automobiles, flitting hither and thither between the National Chancellery and the Foreign Office and other places of business, gave life to the quiet picture. The Chancellor's palace lay quiet and deserted, just as if a shrieking and raging mass of men had never held a demonstration there. As quiet was Unter den Linden.

"In Charlottenburg, where there were 208,500 registered voters in 140 voting places, in Siemensstadt and in Spandau, where 72,907 voters, of whom 35,475 were women, cast their votes, there was everywhere the same picture. In Siemensstadt cavalry was seen for a time. Especially strong was the military protection in Charlottenburg. At noon a cannon was brought up before the Emperor William Memorial Church and the ammunition for it. In the exhibition halls at the Zoo strong forces of troops were disposed.

"Potsdam, the old soldier city, was divided into twenty-three districts, and in the twenty-three voting places 40,700 cast their votes. About two-thirds of the voters were women."

St. John's University News Items

The foreign and Chinese friends will be glad to hear of the engagement of Mrs. F. C. Cooper to Dr. F. L. Hawks Pott as announced on May 15.

• • •

The marriage of Prof. J. R. Norton, Headmaster of the Middle School, to Miss J. M. Graves, the youngest daughter of Bp. and Mrs. Graves, will take place in the St. John's Pro-Cathedral, on Ascension Day, May 29.

• • •

Mr. Zau Sien-ong, B.S., of the Department of Physics, has been recently engaged. Quite a number of his friends attended the feast on May 10.

• • •

The roll call of the Middle School students was taken at 6 p.m., May 15. All students returned to college and regular classes resumed on May 16.

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Peace Of The World Depends On Equitable Distribution Of Food

(Continued from Page 12)

pends on food. Food depends on stable prices, and stable prices depend upon some sort of international agreement to guarantee the farmer a fair price for his work. Also international agreement on commercial lines depends upon international agreement on political lines—the League of Nations—the whole thing is a kind of benevolent circle! Good will is the centripetal force which will keep the circle intact!

Now the average man, when he is asked about a League of Nations, has always two reactions. First he agrees to it offhand; then when he stops to think the matter over, to consider, for instance, his Monroe Doctrine if he is an American, his British naval supremacy if he is an Englishman, or his German menace if he is French—that is to say when he begins to count the costs of peace, he balks, shies and sniffs the air. Finally he comes to the conclusion that one's secondary rights are always the price one must pay for primary freedom. So the average man confronted long enough with the idea of the League of Nations, sacrifices his secondary liberties for the larger freedom of the world.

Now to secure the larger freedom of the world in peace, it is absolutely vital that we must distribute equitably the world's grease—grease and starch, iron and copper, cotton and wool and their by-products in raw materials of the earth. Wars have economic bases always. This last war had its certain economic basis. Junkerdom, seeing the rise of the world's working classes, saw that Junkerdom in Germany soon would be displaced; the people were beginning to complain at the military burden, and their complaints soon would have unloaded the burden.

But in unloading the burden of the military caste, Germany would have relieved Junkerdom of its reason for being. It had to get new territory—the Balkans and Asia Minor and the East, to relieve the pressure constantly rising from below, from the workers rising into the middle classes, from the middle classes demanding for social service the places and powers and privileges of Junkerdom. New territory would redistribute Germany's economic maladjustment; so we went to war. The assassination of the Austrian Grandduke was the excuse; economic pressure from below upon Junkerdom was the real reason. Germany needed more starches and iron and cotton and fats—more grease, in short, and so the world was set afire in war to provide the grease.

Now at the Peace Conference the most important work doing is the establishment of a board to distribute the world's grease—the economic board and the financial board, which is its handmaiden. These boards will do more to keep the world's peace than all the guarantees, all the treaties and covenants, all the balances and adjustments of international politics. For these boards are empowered to hear the grievances of those who feel themselves oppressed among the nations and to make adjustments before the grievances become acute. It may be well to consider these boards briefly for they are not something projected into the potential future. They have been functioning for nearly two years; they are in active operation now, and they are to be made part of whatever League of Nations finally is adopted.

During the American participation of the war, every pound of food and the raw material of industry and every free ship upon the seas—American food and American raw material as well—was controlled by a board of interallied economists and business men. We Americans did not know it, but we had no control as Americans over a thing we produced. It was sent—not where we could get the best price for it—but where we could do the most good with it, the most good for the ultimate peace of the world. And the men who made the decisions were experts who knew the world's markets, which are really the world's needs.

At the present moment the same conditions exist. We have the Supreme Economic Council. It was created February 8 to take the place of the war time Shipping Board and of several minor commissions on food and steels and munitions. This Supreme Economic Council reports to the Supreme War Council—that is to say, to the council of which Foch is the commanding figure, though the reports of the Supreme Economic Council come rather formally to the War Council and are not changed. Drafting boards for over a month have been at work completing plans for economic and financial councils which shall have to do, first, with the problems pending during the armistice and, second, with problems arising during reconstruction. The American members of these permanent boards follow: Economic Council, Bernard Baruch and Thomas W. Lamont; Finance, Albert Rhodes and Norman Davis.

They will have largely only advisory powers. But their advisory powers will probably be as great as though they were in absolute control. Because these powers will be based upon expert reports after careful investigations, and to violate the recommendations of these boards would bring down the ill-will of the world upon the nation which violated any ruling. And, after all, the good will of the world is the cement of the League of Nations rather than guns and gas and blood and iron. For if the League of Nations would live by the sword, surely it will die by the sword. Its only hope is economic international justice.

And the world is so full of economic injustice entirely international in its character that the economic and financial boards always will be busy. They will develop into the permanent international legislature which must adjust inevitable differences between nations which arise in a growing civilisation, and these differences will be more and more economic, less and less political. The scope given to these boards officially is found in the third of President Wilson's fourteen points, thus:

"The removal so far as is possible of all economic barriers and the establishment on an equality of trade conditions among the nations consenting to the peace and associating themselves for its maintenance."

That third point was the plank of the platform under which the drafting board went to work when it organised the permanent Financial and Economic Boards under the League of Nations. Now, that plank does not mean free trade among the members of the League of Nations. But it means that there shall be no discrimination as to trade relations between the members of the league which are not known, not commonly agreed to and not based upon commonly accepted justice. Thus: If England should have a transcontinental rate across America for the trade of England and India, Japan and China should have the same rate.

Again: Last December the Food Commission in the United States agreed to an established price of $17.50 for hogs. Upon the basis of that agreement, hundreds of thousands of American farmers increased their holdings of hogs, borrowed money for feed or diverted money to hog feed which naturally would have gone elsewhere. Suddenly, a few weeks after the price in America had been established, England and Italy thought they could not use the amount of pork and pork products which these nations had been using monthly and upon which as a dependable demand for the market year the price had been established by the American Food Commission.

There was a crisis. If England and Italy had held to their first decison it would have spelled ruin to millions of American farmers, their dependent merchants and bankers all through the West and South in the hog growing country. The situation was explained to the British and the Italians; they realised that the pork shortage of the world would absorb the slight deficit between what England and Italy could use and what these countries had ordered, so they continued the order for American pork at the price established. No law was required; no constitutional change in any country was needed. But, lacking good will, a grave financial panic and an international crisis might have arisen.

Still, again: Poland needs access to the sea at Dantzig, the entrance to which is controlled by German railroads. It is necessary to establish the principle that the rates on those roads shall be the same to the Poles that they are to the Germans and to the rest of the world. All of these things may be discussed and laid before the Supreme Economic and Financial Council, and when expanding civilisation creates new and acute differences they may quickly and surely be honestly adjusted. If left to irritate a nation they create vast injustices. These economic injustices becoming chronic, develop into the deep political differences which in the nature of things breed war. For raw materials must flow to all parties to all places where cargoes are needed, and the rights of the receivers of the cargoes are vastly more important than the rights of the owners of the ships to the larger profits they might make going to other ports. For the peace of the world depends upon the distribution of food and raw materials to their proper ports.

Similarly the finances of the world must be adjusted to meet the needs, not of private business but of public business, of the world's business. At the moment this is written a serious attempt is being made to pool the war debt of the world among the Allies. Now it is not pretended that the rights of any nation in this adjustment of the war debt of the Allies is primarily considered. The American right, which covers the smallest debt, is made secondary to the right of humanity in the civilised world to bear the burden of debt. France, which has suffered most, and Belgium, which has given most, can bear the least. Yet their debt, on the face of the books at the close of the war, was the greatest, and America's debt was the least, for America had contributed least in blood and devastation. So it is fair that America should assume a larger part of the debt than the books would have given to her.

Again: From time to time it may be necessary to extend credit to a nation which under the apparent facts cannot get it in the open markets of the world—a nation which has only character back of her demand. For that purpose under the League of Nations this great international bank of the league is being established. So that the needs of the world in finance may be met. And with the world's needs in food and raw materials and international trade relations fairly adjusted, and with the adjustment enforced by international credit to the honest and needy nation, peace in the world is possible.

But this peace means more or less sacrifice for the individual nations. We as Americans—if we would not have to send our boys out to die—must be prepared to give something to keep them at home. We cannot withdraw from our ancient position of isolation. For to begin with, we are the world's creditor. We have the closest possible relations to the world—we are the world's banker and the world's grocer—and we must hold those jobs for a decade, possibly for a generation.

Those are delicate jobs for a nation to hold. They are war breeding jobs. We can have peace with our neighbors only by the establishment of laws—new laws under a League of Nations, and in the establishment of those laws and that league we must give as well as our neighbors, and give until it hurts. And for return, we must trust to the law of compensations. For only as we give shall we have. What we hold that we shall lose. This is the law of spiritual growth which is as inexorable in its application to nations as it is relentless in its hold upon men.

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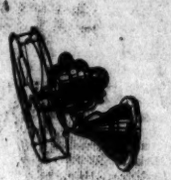

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Copenhagen A Contender For Supremacy In Baltic

Danish Capital Hopes To Supplant Hamburg, Shipping Center Of German Commercial Domination In That Region---Free Port Expanded And Improved

Copenhagen, with a commercial history of 800 years, for ages the leader of Scandinavian trading cities, has thrown a challenge to Hamburg for supremacy in Baltic trade; a territory which includes Norway, Sweden, Denmark, Finland, Russia, and part of Northern Germany.

Although the geographical position of Copenhagen should have made it the receiving and distributing point for the Baltic regions many years before the world war, it was unable effectively to assert itself. This was true despite the fact that Denmark's capital possessed one of the chief requisites of a world-trading center, a free port. Hamburg was then a world crossroad, possessing a free port, too, and offering excellent banking facilities. It was German financial domination and Copenhagen's lack of banking conveniences which prevented real competition and caused the commercial world to forget the existence of a free port in Copenhagen.

Copenhagen's ability to express its aspiration to be a world-trading center may be ascribed to good fortune, which is good luck combined with good sense. In this case the good luck was the war; and the good sense the initiative and ability displayed by the business men of Denmark.

The war made Copenhagen a clearing house for Europe. As the capital of one of the most important neutral European countries it became a political center of great significance. Changed conditions brought prosperity, and a new class of business men assumed control. The financier supplanted the producer.

Denmark's financial system was, even before the war, sound. Her methods for mobilising her credits had long been accepted by the financial world. Old banks expanded, and new banks came into existence. It is reported that deposits grew to almost four times their pre-war amount. Insurance records of old Denmark were shattered in a manner that never had been thought possible; for Copenhagen became the place in which American and European insurance companies placed their reinsurance, a business which had once gone to the Central Powers.

On the heels of this increased financial power came a positive assertion of initiative on the part of the Danish business man. World-wide trading organisations came into being, and Copenhagen became the home of these organisations, the branches of which were chiefly in the countries at war with Germany. Among these organisations is the Transatlantic Company, which was started in 1916 to compile information regarding foreign trade and to invest capital in firms engaged in foreign trade. This organisation has, so far, succeeded in associating itself with seventeen importing and exporting companies. Another important organisation is the General Commercial Company, Ltd., started in 1917, which differs from the Transatlantic Company only in that it is concerned chiefly with Russia and South America.

Though increased financial power and strong commercial organisations free from German influence are sources of strong assurance to the Danish trader, yet the free port has been the foundation of the confidence upon which they have placed their hopes. Their confidence in Copenhagen's free port has not been lessened by the constant warnings that Sweden and Norway will not stand with folded arms while Denmark attempts to gain supremacy in the Baltic trade. Again and again the warning is made that Malmo and Gothenburg in Sweden, and Bergen and Christiania in Norway, are planning free harbors. The Dane knows that more cities of Scandinavia will be needed to handle the enormous resulting traffic, yet he is well aware of the fact that the geographical position of either Malmo or Gothenburg is not as favorable as that of Copenhagen.

Norway's claims do not loom large, for Bergen and Christiania cannot be placed in the same category with Gothenburg or Malmo. Bergen is fairly disconnected from the rest of the world. Situated among the mountains, its only connection with an important point in Norway is a single track railway to Christiania. Christiania's free harbor, because of its foggy and winding entrance, would be of service only a few months of the Winter season.

The port of Copenhagen has been free for more than twenty-five years. For a period of years it was not improved, but during the war changes have been made and a real development has taken place. It has been estimated that more than $10,000,000 has been spent thus. Its tonnage capacity, reported to be 1,800,000, has been pronounced as inadequate for the traffic which Copenhagen may expect. This condition, however, may be easily overcome, since the free port, being north of the city, is at a point where it may be enlarged to twice its present capacity. The opportunity for development is not limited to the northern neighborhood of the city, for recently all of the unused land at the southern end of Copenhagen was purchased by two Danish companies, who intend to erect factories, assembling plants, and warehouses at that point. It is interesting to recall rumors printed in Danish papers that this move was made in order to counteract the efforts of German capitalists, who planned to purchase this land.

The free port is a semi-official institution, and is in close connection with the Danish Customs Department. In fact, it is an agency of that department. Like all other free ports, it offers certain advantages to the foreign manufacturer. Goods may be stored in its buildings free of duty for any length of time. Thus the privilege is afforded to the Baltic distributer of having a convenient storehouse for his goods, which may accumulate during a slack season. When the demand becomes heavy, the Baltic trader is in a position to meet the wants of his customers immediately. The cargoes of ocean going vessels may be unloaded at Copenhagen and distributed in the Baltic regions by the smaller steamers which call at the less important Baltic ports. These steamers would return to Copenhagen with the exports of the Baltic regions, which would form the return cargo of the ocean going vessels.

The convenience which the Copenhagen free port affords the foreign manufacturer is not confined to the Baltic territory alone; for Copenhagen may well take Hamburg's place for all Europe. As Hamburg was at one time so Copenhagen is now a terminus for many ships calling at all ports of the world, and chiefly at European ports. Hence it offers the same service that Hamburg did in former years, that is, quick and cheap transshipment of goods, when the demand is heavy, to all important European ports.

If Copenhagen should score this latter victory over Hamburg, there are some who believe that its free port would not be sufficient to enable it to realise permanently the fruits of the victory. But the entire island of Sjaelland can be used as a storehouse and as a harbor. A foreign manufacturer interested in the free port of Copenhagen will find numerous points on this island where he may establish a warehouse, factory, or assembling plant. That the Danish Government would willingly make such establishments part of the free port, if the business involved was on a sufficient scale, is the opinion of one well informed on questions of the Copenhagen port.

While the Danes believe that an official economic boycott of Germany by the Allies would aid Copenhagen in its struggle with Hamburg, yet they do not wish Copenhagen to be chosen because, after Hamburg, it is the next best choice, but because it is logically the best choice. They show that support of Hamburg and neglect of Copenhagen by the Allies means a gradual drifting back to the days before the war, when, with the aid of ports such as Hamburg, Germany was slowly creating a vast continguous economic empire composed of Norway, Sweden, Denmark, and Russia. They believe that the commercial future of the Allies, particularly of America and England, in the Baltic territory depends upon the choice between Copenhagen and Hamburg. Copenhagen is prepared.

Plan New Cable Line Between U.S. and Japan

Tokio, May 16.—A new cable company to operate between Japan and the United States is planned. The sponsor of the proposal is Mr. Kakichi Uchida, formerly Vice-Minister of Communications, who has recently returned from the United States. It is said that while in America Mr. Uchida talked over the plan with certain American business men, who were very favorable towards the scheme. In view of the great congestion of cable messages between Japan and the United States, Mr. Uchida's plan is heartily received, among the supporters being Baron Shibusawa, Japan's greatest financial magnate.

Mr. Uchida will shortly discuss particulars of the plan with a number of influential business men. He aims at establishing a company under Japanese-American joint management with a capital of Yen 55,000,000.

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LONDON MAY GIVE TRIAL TO AUTOMATIC PHONES

Scheme To Cost £7,000,000 Under Consideration By Government Department

London, March 15.—A £7,000,000 scheme to make London complete with automatic telephone facilities is under the consideration of a number of experts, and the Postmaster-General will shortly decide as to whether the auto-exchanges will be commenced.

In conversation with a Daily Chronicle representative a high official at the G.P.O. gave some interesting views as to the feasibility of the scheme.

"We have four big telephone exchanges now on the stocks," he said, "one at Holborn, another, the Tower in Park Lane, one at the back of Bishopsgate, and the Charterhouse exchange, now nearly built, and if the scheme develops it is upon these that we shall start with automatic apparatus.

"The question is being studied from all points of view for economy and efficiency, to find out if it will be possible in reasonable time to recover the extra cost entailed. We find that the London service is so complicated that the difficulty which presents itself is that of running all the lines to a central point. As this is out of the question, an automatic service would be arranged on the group system.

"The cost has been estimated at £5,000,000, but for my part I should put it nearer £7,000,000, and it will take more than five years to complete.

"This telephone experiment would be the most colossal of its kind in the world. New York has been thinking of the matter long before the war, but up to the present it has never done anything.

"Our Leeds experiment, where we have 7,000 lines, has encouraged us a great deal, but it is a long jump from Leeds to London, where at present you have 50 exchanges. Under such a scheme many of these would be done away with; there would also be a great reduction in operators, and consequent lessening of accommodation required.

"Operators would then only be require for three purposes—inquiries, trunk calls, and taking money—though we have in use an ingenious system for taking the money, but it is not yet decided as to whether it is sound. The idea is for the user to 'dial' his 'phone and on dropping the pennies in the slot the speaking power of the machine is restored.

"Another thing we are fighting against is dirt and damp, the slightest bit of which on the machinery spoils it. Auto-telephone machinery has to be put into almost air-tight boxes. One device used is to release a radiator in the box automatically when the air gets to a certain humidity.

"Our inquiries into the matter are not yet completed, but we shall have to make the decision before the autumn. Similar schemes are being considered for Sheffield and Dundee, and much cable construction work is being carried out. We are duplicating the underground cable through the Midlands, running it through Leicester and Nottingham to Leeds and Manchester."

Passengers Arrived

Per R.M.S. Empress of Asia from Vancouver and ports: Misses J. Bonafield, Y. Wah Lee, D. McDeamid, F. B. Shaw, L. Stockin, C. H. Davenport, E. O. Ferlen, H. B. Morse, M. Ogden, A. Davis, Mr. and Mrs. F. J. Burrett, Mrs. and Mrs. and Miss N. L. Catlin, Mrs. L. Camera, Lt. D. Ferguson, R. N. R., Dr. and Mrs. W. Geil, Rev. and Mrs. P. O. Holthe and 4 children, Major M. H. Logan, Mr. and Mrs. 0. H. McMichael, Mr. and Mrs. C. G. Mackie and 2 children and nurse, Major and Mrs. S. Page, Mr. and Mrs. G. A. Turner, Mr. and Mrs. O. J. Weeks, Capt. and Mrs. H. Schwat, Mr. and Mrs. G. M. McMillan, Mr. and Mrs. C. W. Bone, Mrs. A. P. Chase, Mrs. S. E. Chase, Capt. A. St. Clair Campbell, Capt. and Mrs. Jay, Mrs. J. W. H. and Miss Loureiro, Mr. and Mrs. O. R. Morse, Mr. and Mrs. Lee, Mrs. Wallace, Mr. and Mrs. E. Poons and 2 children, Mr. and Mrs. G. D. Reidel, Mr. and Mrs. C. F. Hueglin, Mrs. Swan and infant, Messrs. A. Blanchenese, E. O. Cumming, E. B. Clarke, E. B. Dickinson, F. E. Snape, R. W. Wells, J. J. Milne, R. Holper, C. Neill, R. H. La Porte, D. Irvine, L. M. Cohm, M. Barnett, A. W. Reynell, G. J. Ritter, G. W. Terry, Ning Lee, P. A. Hunter, Panzuh Chung, J. J. Burton, P. S. Chase, Robt. Devos, A. Forbes, A. T. Harr, J. Habib, R. J. Marshall, J. J. Patterson, I. G. Reddick, jr., W. Wolf, C. R. Thompson, K. Winston, A. M. Wilkie, J. A. Williams, W. Wallace, P. Coulerr, M. Sabner, E. D. Armstrong, G. F. Obey, A. J. McWilliams, T. Crosthait, P. A. Cox, H. A. Hauge; through passengers for Manila: Lt. Commander H. A. Arnold, Hon. E. Altavas, Mr. and Mrs. T. J. Barclay, Mrs. J. L. Davis, Mr. and Mrs. N. S. Fairchild, Lt. and Mrs. H. P. Hoskyn, Hon. R. Alunan, Hon. P. Annario, Mr. and Mrs. and Miss Barclay, Major P. G. Eastwick, Hon. M. Escueta, Miss E. W. Foster, Hon. D. Jakosalem, Hon. C. De Leon, Mr. and Mrs. G. Lao, Hon. Pablo Ocampo, Hon. A. Paredes, Miss E. Wilson, Rev. F. C. Todd, Mr. and Mrs. J. A. Johnson, Mr. and Mrs. J. A. and Miss Lily, Hon. D. Mahiney, Mr. and Mrs. Sander, Mr. and Mrs. Geo. Vallery, Messrs. H. S. Arnold, V. Bautista, E. J. Deymek, T. Earnshaw, C. Evangelista, P. Gil, J. R. Alegre, W. S. Barkley, E. Carrion, J. E. Doty, J. T. Figueras, J. Gonzalez, J. Lao, G. H. Seageant, L. B. Baush, F. Varona, Sam B. Davis, C. E. Wilcock, Geo. Orfaley, R. M. Smith, E. M. Terry, Jose Barrueso, Harry Rosenberg, M. McQuown; for Hongkong: Mr. and Mrs. G. Adams, Misses E. Chu, Van Wagenen, E. Gibbison, E. Cassatt, V. E. Griffible, N. Coughlin, Dr. G. G. Campbell, Mr. and Mrs. E. G. H. Grimble, Mr. and Mrs. H. H. Henderson, Mr. and Mrs. R. S. Menzies, Mr. and Mrs. G. Van Wagenen, Mr. and Mrs. H. Waite, Capt. A. Kirgman, Lt. N. H. D. Hemmel, Mr. and Mrs. J. A. Pearson, Mrs. R. F. Graham, Mr. and Mrs. F. Hollingsworth, Mr. and Mrs. P. Lowry, Mr. and Mrs. H. W. and Master Nyhoff, Mr. and Mrs. G. Nordstorn, Mr. and Mrs. H. Garrison, Mr. and Mrs. F. M. Barteleme, Mrs. A. T. and Master Carpenter, Mr. and Mrs. J. A. Jamieson, Mr. and Mrs. C. A. and Master Keene, Mrs. Mow Kau-lee, Mrs. Sue Mar, Mr. and Mrs. J. A. Shaw, Master Shaw, Mr. and Mrs. R. W. Weymouth and 2 children, Mr. and Mrs. H. L. Wesson, Master Wesson, Mrs. R. Bergeron, Mr. and Mrs. H. Mullemeister, Mr. and Mrs. A. S. Murray, Mr. and Mrs. K. and Master Loggers, Mr. and Mrs. Henry Lyons, Mr. and Mrs. G. Cassatt, Mrs. H. W. Robinson, Messrs. E. R. Boekricke, P. P. Belford, H. S. Bradley, G. Dalton, W. J. Gallagher, H. C. Kasperson, W. C. Longwell, Y. C. Lee, J. J. Moore, R. C. Piete, H. C. Steiner, E. J. Sutton H. C. MaCaire, Hugh C. Leighton, Kwong Lee, J. Van Campenhout, A. E. Haeser, H. E. Winter, W. M. Barndt, G. Brown, G. Bentley, M. S. Kwei, Carl Davidson, N. T. Gore, J. P. Hudson. H. W. Morse, R. M. McCrone, H. S. Turner, C. F. G. Grimble, T. W. Simmons, J. W. Steckler, Wm. Gilchrist, Hull, A. Geerling, W. Wood.

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(Continued from Page 24)

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Visiting Ireland Now Is Likened To Exploring Depths Of Volcano

Very Near Either To Settlement Of Its Troubles Or Greatest Rising In Its History

By Samuel Crowther
(*New York Tribune*)

Ireland is either very near to a settlement of her troubles or very near to the greatest uprising she has ever known. For possibly the first time in history there is something which might be called an agreement of purpose in the various parties and factions. Although they express themselves in very different formulas and have no agreement in words or modes, all the parties seem to have concurred on one thing—the advancement of Ireland. This is very significant to the outsider, who has been accustomed to see that fair little land used only as a weapon of hate against England, or as an instrument with which to carve out personal fortunes.

The end of Irish politics today is Ireland; the animating force is love of country and not hate of another country. The Ireland of today is is not brooding over past wrongs, the most extreme revolutionaries do not breathe a fraction of the blood and slaughter which one may hear at any Irish meeting in America. This new Ireland does not forget the many wrongs of omission and commission at the hands of England, but she is not living in them; she uses them as examples of administrative ineptness to show that England never has, and does not now, know how to govern the country. New Ireland is interested in promoting the economic and social welfare of the land. All are united on that point, and all are determined that immediate steps shall be taken to promote it.

If those steps are not taken there will be trouble. If steps are taken which they consider to be at variance with those aims, then a splendidly organised rebellion will break out, and this rebellion will have the support of those who, in former years, would not countenance an appeal to arms.

That is my estimate of the condition of Ireland today, as I gained it from traveling about the country, talking with rich and poor, with political leaders and with voters—Sinn Feiners, Unionists and Nationalists, and that large body of voters, the body which holds the ultimate power, the people. The mass of the people, for the time being, are not of any party, but they voted for Sinn Fein in order to see if that party could get the definite action which the Nationalist party did not get.

Says He Is Sitting
On A Volcano

It is not an easy estimate to make, for, as the Provost of Trinity College, Dublin, said, "In Ireland the inevitable never happens and the impossible always occurs." A member of the Local Government Board told me he was sitting on a volcano that might burst into eruption at any minute; but he had been sitting on that volcano for thirty years and, although it had frequently erupted, the particular crater on which he sat had not yet been in action, so he was beginning to think that perching on it was really a natural way to live. Preparations for trouble do not of necessity mean trouble. Declarations are not always to be taken at their face values. For instance, the County Council of Cork not long since passed a resolution that Ireland was a free nation and owed allegiance to no earthly power, but the next business which they took up at that meeting was a petition for the approval by the Local Government Board of sundry enactments which they had made, and they ended the meeting with a strong petition to the Crown for a grant of money for something or other.

Many of the most ardent of the rank and file of the Sinn Feiners are drawing out-of-work money from the British Government at the rate of twenty-nine shillings a week—which happens to be just one shilling less than they could earn by working six days a week as farm laborers! I saw a long queue of them waiting at Carlow for their weekly stipend. It was rather a cold day and they had been waiting quite a while. I heard one of them say:

"Sure and don't we earn it standing here in the cold?"

Another surveying the assembly with a critical eye, chimed in:

"And, indeed, small enough it is, considering the company you have to keep."

These were all perfectly able-bodied men who were out of work only because they would rather take the allowance than work, and they saw nothing incongruous in denying the rule of England in one breath and asking money from her in the next.

The Irish sense of humor is purely objective, which is probably one of the reasons that the Irish and the English so totally fail to understand each other; for the Irishman sees a joke in every one but himself, while the Englishman does see a joke on himself but seldom on any one else.

The Real Irish Nature
Can't Be Put In Words

It would be quite easy to go about Ireland picking up these contradictions and to arrive at the conclusion that all Ireland needed in the way of government was a Tim Sullivan who would go along the streets passing out coins to the needy. But any such conclusion would be viciously away from the truth, for alms taking, whether by public bodies or by individuals, does not represent the spirit of Ireland today. The real Irish nature is something which cannot be put down in words, but that part of it which seems to consist in wanting to get something for nothing is only the survival of the days when the Irishman had nothing but his mud-walled cabin and the right to starve on whiskey and potatoes. In those days any extra penny was as manna from heaven, and to be accepted without question except after the event. Those days have passed.

The Irishman of today is a landowner. The former tenant farmer has, in most cases, bought his holding and is comfortably paying for it over a period that exceeds half a century, and the annual payments are very much less than the rent he formerly paid. This is under the land act, and although the extremists say that the act permits the farmer to buy back only what was already his in right, the farmers themselves are content to be less historical and more concrete. The farm laborers are coming into their own, and while all are not yet housed, a great number of them, perhaps a majority, have solid and, in many cases, most artistic little houses, with sizable plots of ground, for which they pay but one shilling a week in rent. The farm laborer is better off in Ireland than in America. It is true that he commonly gets but thirty shillings a week, but his house at one shilling is infinitely better than the average American farmhouse; he can raise nearly all his own vegetables and food for his livestock, and if we consider that he can have employment through fifty-two weeks of the year if he desires it, because of the mildness of the Irish winter—the American must be laid off during the coldest months—then perhaps he actually gets higher wages on the annual reckoning. Certainly he is given a greater purchasing power than his American brother—his wage means more. And in educational facilities rural Ireland does not seem more backward than rural America.

Dublin And Cork
Still Have Their Slums

The case with the city man is different. Dublin still has its slums, and so has Cork, and they are as terrible as ever in spite of the employment given by the war. When I visited the Dublin slum sections—Meath, Mercer, York, Railroad Street and so on—there was about an inch of slush on the ground, yet I saw more children barefooted than shod, and what clothing they had was so worn and tattered as to make one shiver in a kind of reflex way. The slums are an incident of unemployment; in normal times there have always been more people wanting jobs in Dublin and in all the other cities of Ireland than there were jobs. Belfast during the war has been full of work, but the common condition of that industrial center is also to have a surplus of workers; but in Belfast the workers are skilled, while in the other parts of the country they are unskilled.

All political programs of the past have turned upon the holding of the land by the tillers as the economic bait, with Home Rule within the empire as the emotional bait—for no political party ever gets anywhere in Ireland or any other country unless it can promise to provide food for both the stomach and the mind. The groups in Ireland which for years past have clung to the standard of a republic have never had any great following, except when they happened to make their risings coincide with an economic need. When the farmers were able to buy their own land, and evictions, rent raisings, and the like became a thing of the past, the force of Home Rule was lost, for it lost its economic appeal and had left only the appeal to history. Irish independence became an academic subject in which all were interested to a large degree, but for which only a few highly emotional persons were willing to fight. As a farmer said to me:

"We have our land and a good living, even if we do not see much money. The landlords are gone. Some of them were bad and some were good, but how can I help my children and myself by fighting about something which happened years ago? We are not treated fairly by England today, and if a republic will help us, I am for a republic, but if a republic means that we cannot sell our produce to England, then I am against it. We are shipping 5,000 head of fine cattle out of Dublin every week, and if we lose that market where are we?"

This Is The Opinion
Of The Great Majority

I think that expresses fairly accurately the opinion of the great majority of Irish landowners today. Being human beings and having property at stake, they have no intention of following will-o'-the-wisps over hill and dale and no desire to be at one with their forefathers, ranging like animals among the hills and mountains. This is not to say that they are sordid, for on the contrary they are in the highest degree romantic, but the responsibilities of ownership and direction cause them to think twice before accepting the statement of the republican that he and his fellows make up the panacea for all administrative ills. The phrase "Irish Republic" needs translation for them; they have noticed that the most avid advocates of that ideal form happen to be largely schoolmasters who expect to do the governing, or "professional Irishmen" who hope to have a new fund to conquer. The Irish farmer has not that sweet trustfulness of schoolmasters which the rest of the world so recently had.

So much for the landed man. The worker in the city is in a different case. The old theory being that the north was industrial and the south agricultural, the southern program for the betterment of Ireland scarcely recognised that such a thing as a city laborer existed. All the reforms went to the land, where the majority of the population lived and from which they had to draw their prosperity. "Jim" Larkin was the first man to give serious attention to the south of Ireland labor policy, and he organised the celebrated strike on the Dublin docks and then went on to the formation of the Transport Workers' Union, which has today become a union of all unskilled men, as opposed to the craft unions, which are affiliated with similar English unions.

The Irish Transport Union was further developed and given its ideas by James Connolly. These ideas were such as he had picked up among the Socialists of Europe, and he transformed what started out to be a defensive union into a potentially offensive proletarian movement. The union is being joined by farm laborers everywhere, on the promise that all land will be divided and that only the producers shall rule. The arguments are exactly the same as those advanced by the Bolsheviki in Russia, and the laborers firmly believe that the movement in Russia has been successful. They are so told in their own newspapers, and they are trained to regard as "capitalistic lies" anything to the contrary that appears in the ordinary daily press. One of the most difficult things to contend with in Irish politics is that no partisan takes as true that which which does not appear in the sheet of his own particular party.

The Belfast Strike
A Bolshevik Movement

The official labor parties in and about Belfast are not Bolshevik, but the unofficial or anti-craft unions have there gained great power, and the recent shipyard strike was, in common with the Belfast strike, a Bolshevik movement. And whereas the north and the south of Ireland were supposed never to have anything in common now they have among the workers a complete understanding of a hazy social program which is more powerful than their former religious differences.

Now comes the curious paradox of the present situation, out of which almost anything may spring. The original Sinn Fein party was one of introspection; they were students of the Irish language who wanted to write poems, revive dances and get the Gaelic bagpipe working on the old tunes. As a movement they were not essentially political at the outbreak of the war. They held that an independent Ireland was historically correct, but only those who were more caught by the note of eternal, sacrificial sorrow than the note of joy that runs through Irish literature had any thought of attaining a republic by the offering of life. Padraic Pearse, for example, the president of the Irish republic of 1916—the republic of the Easter Rising—wanted to give his life for Ireland. His was purely an emotional offering and only incidentally political—"What matter when for Erin dear we fall."

That Easter Rising—I have talked with those who know it from the inside—was a sordid thing. It was engineered from New York, and it had to be, because the so-called Irish in New York could not otherwise keep on getting money from the Germans. Sir Roger Casement had failed with his recruiting scheme in Germany, the New Yorkers had failed with their peace societies and munition embargo conspiracies, and they had to show their German paymasters something to put on the previously blank vouchers. Sinn Sein was against the rising as a body, and the Sinn Feiners who went into it did so as individuals in an excess of enthusiasm. Part of those men went to their death in the delusion that they were helping Ireland, while others, especially those under James Connolly, saw a chance to begin the class war. They took death as bravely as men could and without the remotest notion that they were being used as human vouchers for German money.

Sinn Feiners Condemned
The Easter Rebellion
The Easter Rebellion

The Easter Rebellion was in the hands of the Citizens' Army, a labor organisation. Many leading Sinn Feiners condemned the movement, and so did the whole people of Ireland. Never was there a more universally condemned riot than that one. They were Irish soldiers who fought the rebels—and with a will. More Irish were killed in the battles on the English side than on the Irish. The rebellion was suppressed and the people were glad of it, and asked that the ringleaders be suitably punished.

Here it was that the English, through the War Department, made a very unpopular rebellion into a popular one and massed all shades of opinion solidly against England. Instead of arresting the ringleaders, charging them with crime, and then proving that they had actually killed citizens or soldiers and that they were working in the interest of Germany, the War Department, which can be trusted never to miss a mistake, scooped in men by the score, tried them by field court-martial in the utmost secrecy, and executed them forthwith. After the executions they made short and stilted announcements in military fashion. The public did not know who most of the condemned were, and as day after day came these curt obituaries of unknowns, it began to get on the public nerves, and they were ready to believe the tales that hundreds more had been shot and buried in remote places. Finally a lunatic officer at Portobello barracks arrested Sheehy Skeffington and several companions and shot them without trial. Skeffington was an ardent pacifist who had nothing whatsoever to do with the rebellion, and could not have had from his very nature.

Then the people of Ireland turned from their abhorrence of the rebellion to an abhorrence of the English rule; they made heroes out of those whom they would have regarded as criminals. I have said that Sinn Fein had nothing to do with the rebellion; but the stupidity of Sir John Maxwell in charge of the English forces laid it at the door of Sinn Fein, and that body, seeing that public opinion had turned for the rebels, accepted the charge and made capital out of it.

Sinn Fein had greatness thrust upon it, and it is the present position of Sinn Fein that makes Ireland such a touch and go affair right now.

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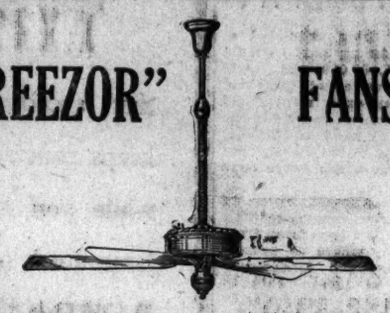

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(9)

Great Tunnel At Last To Link Up England With The Continent

Insularity To Be Ended By Subaqueous Route To France, Carrying Out A Project 100 Years Old And That Once Was Actually Started

By Robert G. Skerrett
(*New York Sun*)

The Channel tunnel is in a fair way to become an accomplished fact. Andrew Bonar Law says the British Government has the project under consideration as part of Great Britain's work of reconstruction.

Surely the building of that subaqueous route would be a momentous memorial to the return of peace and a potential boon of wellnight incalculable value to the peoples concerned.

It would inevitably link France and England more intimately, facilitate commercial and social intercourse and strengthen both nations against the menace of a common enemy.

During the four years and more of strife that have so lately ended Great Britain paid doubly for her "priceless and most enviable insularity." The very span of water, the English Channel, which so long has been deemed a veritable bulwark, has in fact been a very heavy handicap in battling with the Kaiser's hordes. Thousands and thousands of men have been diverted from the fighting fronts by reason of the complex service of defending that water gap while moving to and from the Continent millions of soldiers, great volumes of munitions and supplies and otherwise maintaining the ebb and flow of military activities.

Passenger List Of 20,000,000

It has been authoritatively computed that during the first two and a half years of the conflict there were carried across the Channel a human passenger list in excess of 20,000,000 persons. It is safe to say that the whole composite service of transportation in that time involved a total of close to 2,000,000 tons of shipping. A double tube tunnel, properly equipped with rolling stock and suitable terminals, could have met the peak of the wartime demand and have spared an enormous expenditure which had to be made to maintain communication by water.

True, the cross Channel run is a short one, comparatively speaking, but even so it bristled with such perils, both of nature's and man's making, that only extraordinary provisions and expedients sufficed measurably to reduce some of the hazards.

The idea of a cross Channel tunnel is many years old. At intervals during more than half a century various projects have been advanced, mainly by the French, but nearly as often they were turned down by the British, who feared that it would weaken the national defense.

Early in the 80s, however, this hereditary dread was dissipated for the nonce and operations were begun simultaneously on both sides of the Strait of Dover. The engineers made substantial headway from both shores. On the English side the preliminary tunnel bore reached out under the strait for a distance of 2,300 yards, while that projecting from the French coast extended a little over 2,000 yards.

All seemed to be going well. With geological conditions favorable and with the technical success of the undertaking practically assured work came to a stop early in March, 1883. Funds were not forthcoming and the lack of financial support was for the most part due to a revived apprehension among the conservative British that the completion of the tunnel would be tempting fate.

Project Blocked Again

In 1907 efforts were made to revive the project, but the strategists prevailed and the time honored bugaboo of "invasion" once more carried the day.

Again in 1914 the advocates of the subaqueous route sought reconsideration, but despite a reasonable convincing presentation of the needs of a Channel tunnel, backed by increased popular demand, the project could not get the necessary official support. At that time Sir A. Conan Doyle was almost prophetic in his indorsement of the proposed undertaking. As reported by the London Times:

"Sir A. Conan Doyle said he had given some attention to the naval and military arguments against the scheme and he agreed that invasion by means of the tunnel was impossible. The position of a body of troops inside the tunnel would be strategically as good as that of Pharaoh's army in the Red Sea. There were possibilities in a future war that rendered it a matter of vital national importance that the tunnel should be constructed without delay. The danger was that we were getting five-sixths of our food supplies from abroad, and submarine craft were developing remarkable qualities which were not generally realised. What would be the condition of our food supplies if there were twenty-five hostile submarines off the Kent coast and twenty-five in the Irish Channel? The price of food would reach an almost prohibitive figure?"

While certain of the dyed in the wool militarists were utterly opposed to the tunnel it is a matter of significant record that both Lord Roberts and Lord Kitchener were outspokenly in favor of the plan. Fond as the British are of the traditional shilling, still the financial, economic and commercial advantages promised in the building of the subaqueous route utterly failed to shake the apprehensive conviction of those who followed the dictum of Lord Wolsey against the proposed undertaking.

In 1914 Baron d'Erlanger, chairman of the Channel Tunnel Company, said that £16,000,000 spent on the project over a period of six years by two of the richest nations in the world would constitute a productive enterprise for all time. He computed that by 1920—when he said the company could hope to open the tunnel if begun at once—the annual receipts would amount to quite £1,538,000. Allowing something like 25 percent for working expenses he declared the profit would be fully £1,200,000, a return of more than 7 per cent on the capital invested. Sixteen million pounds sterling, in round figures, is equivalent to $80,000,000.

80,000 Men To Handle Freight

Three years ago, it was estimated that the British had on the French coast 40,000 men engaged in unloading and loading craft at the water terminals and in handling freight bound to and from the military bases and battle fronts. At home virtually a like force was employed in packing and stowing all shipments destined to the other side of the Channel.

Manifestly the maintenance of an organisation of 80,000 men, largely for the purpose of adjusing the gap between land and water carriage, must have proved a very costly matter, and there are figures which put this outlay at somewhere between $40,000,000 and $50,000,000 annually.

It takes no mathematician to grasp the fact that during the first three years of the war Great Britain thus spent more than the total calculated cost of the Channel tunnel.

Now, quite apart from the war time aspect of the subject, it is a matter of pretty general knowledge just how large a part of each year stormy weather or obscuring fogs prevail in the English Channel and the North Sea. The dangers of navigation are many during these trying periods, and each twelvemonth shipping pays heavily for its enforced ventures in these waters. Who, then, would not rather cross the Channel beneath it than on its tumultuous surface?

Passenger Traffic

Just what the probable passenger traffic is likely to be has been made evident by M. Albert Sartiaux, who has so long eloquently advocated the construction of the subaqueous passage. Before the outbreak of war, according to this authority, by the eight water lines then in service, more than 1,200,000 passengers arrived and departed in the traffic maintained between England on one side and France, Holland and Belgium on the other. With the restoration of peace this movement will probably reach in a short while a volume of quite 2,000,000 persons yearly.

It is his opinion that of this traffic the Channel tunnel would draw to it 90 percent of the passengers now crossing via Calais or Boulogne, 50 percent of those who ordinarily go by way of Havre and Ostend, 70 percent of those using the Dieppe route, 50 percent of the voyagers who make the run via the Hook of Holland and in all likelihood 20 percent of the persons that otherwise would travel by the Flushing boats.

For good and sufficient reasons two of the greatest of the railway systems of England and France have stood squarely back of the Channel tunnel project for years. Before the fateful first of August of 1914 the annual movement of freight to and from England and the Continent represented a volume of about 1,200,000 tons from the ports just mentioned, and the value of that freight was approximately $750,000,000. Logically, the more valuable the commodities the greater the desire to seek a safer route if such were available.

According to the statisticians, the maintenance of a fifty train passenger service daily to and from the Continent would entail a yearly expenditure of $2,000,000, and it has also been figured that the gross receipts when operating upon such a schedule would amount to substantially $7,000,000. This would leave an ample margin for meeting interest on the capital involved.

The Engineering Problem

And now for the engineering side of the undertaking. As planned, the project will span an interval under the Strait of Dover a little less than five times the distance between South Ferry and St. George, Staten Island. The plan calls for the driving of two single track circular tunnels, each with a net internal clearance of eighteen feet in diameter, and midway between and below these tubes will be placed a drainage heading or tunnel, having an internal diameter of eleven feet.

The two main tunnels will be separated by a gap of thirty-six feet, measured from center to center, and at frequent intervals these tubes will be connected by cross passages of lesser diameter and set diagonally so that it will be convenient to switch construction trains from one tube to another during building operations. These cross passages upon completion of the work, will be sealed by airtight doors, which can be opened at certain sections to facilitate the movement and interchange of ventilating air.

The main tunnels will be driven by shields similar to those that have been employed here in the construction of New York's subaqueous tubes. The "spoils" or debris will be carried to the rear by electrically driven belt conveyors and delivered at convenient points to trains which will also be operated electrically.

The tunnels will be lined throughout with cast iron segments of ample strength to resist any possible external or crushing pressure, and will be "grouted" outside by fluid concrete which will seal all interstices between the metal work and the chalk stratum and incidentally protect the exterior of the segments from corrosion. Inside, the tunnels will be lined with concrete, and the ribs of the segments will be covered with this coating so as to offer a smooth internal surface. This will lessen the possibilities of damage should a train jump the track.

An advance of five feet an hour is promised both in excavating and in fixing the iron lining in position.

Allowing for possible delays and assuming a daily advance of only seventeen yards for six days a week, an annual progress of about three miles at each face is predicted. This means that the driving of the drainage heading would take about four years to cover the interval of twenty-four miles from St. Margaret's Bay, just east of Dover, to Sangatte a little to the west of Calais. Three shifts of men would be employed, so that the work could go on without cease. The driving of the two main tunnels would be somewhat slower, but the completion of the entire project could be effected within six years from an active start.

The purpose is to drive the tunnels downward at an easy gradient from the British and the French coasts and to level the run when approaching the line beneath the middle of the Channel.

The permanent ventilation of the system has been carefully worked out. Fresh air will be forced into the tubes by high speed blowers and the flow will be directed so that it will follow the movement of the electrically driven trains.

In case of accident and any short circuiting of the current that may induce smoke the passengers will escape rearward, and in the face of the oncoming draft, so that fumes and smoke will be blown in the opposite direction. The intercommunicating passdges will make it easy for the people so halted to enter the flanking tube and board a returning train.

Contemplating Gibraltar Tunnel

It has been announced within the last month that European financiers are contemplating the building of a tunnel under the Strait of Gibraltar, thus linking up Europe and Africa at the western extremity of the Mediterranean.

The tunnel would be driven through the rock that underlies the Strait of Gibraltar at a depth of about 3,000 feet below sea level. From an engineering viewpoint there is nothing prohibitive in the project; in fact, it was carefully gone into in all its details a few years ago.

The Strait of Gibraltar is eight miles wide at its narrowest section, and from Gibraltar to Ceuta, on the African side, the interval is thirteen miles. The tunnel, apart from port and terminal improvements, would entail an expenditure of $50,000,000.

The reason for being of a tunnel under the Strait of Gibraltar would be augmented by the construction of the Channel tunnel, and is further warranted by the recent completion of the Franco-Spanish tunnel, which now pierces the Pyrenees between Ax in France and Puigcerda in eastern Spain. The run between these two places is about twenty miles, and the tunnel reduces the distance by rail from Paris to Madrid by fully 200 miles.

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Share Market

Messrs. J P. Bisset and Co. write as follows in their report for week ending May 15:

Very little business has been transacted during the week and the tone of the market remains dull. The strong demand for Cotton shares appears to have abated; this reaction, after the recent rapid appreciations, was to be expected. Cotton sales this week have taken place at the following rates: Ewos at Tls. 220. Yangtszepoos at Tls. 10¼. Kungyiks at Tls. 32. Laou Kung Mows at Tls. 168. Orientals at Tls. 84. Shanghai Cottons at Tls. 176. Shanghai Docks close easier with sellers at Tls. 127. Insurance stocks continue firm at improved prices. Rubber rates remain unchanged.

Silk Market

In their report for week ending May 16, Messrs. William Little and Co. write as follows:

White Silk.—The market continues quiet with prices well maintained in spite of the advance in exchange.

Tsatlee Filatures.—Cloud Horse, 1, 2, 3, Tls. 530 av.

Tsatlee New Style.—Lion and Scale and Sheep and Flag, 1, 2, 3, Tls. 585 av.

Yellow Silk.—Mienyang, S. C., 1, 2, 3, Tls. 357½ av.

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Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT

Resources: Pesos 248,000,000

Philippine National Bank

No. 1 The Bund, Shanghai

Telephone: Central 2741

Head Office: MANILA

BRANCHES:
37 Broadway, New York, and throughout the Philippines.

Correspondents at principal cities in the Orient, United States and Europe.

CHECKING AND SAVING ACCOUNTS: FIXED DEPOSIT
Exchange Bought and Sold
Commercial and Travellers' Letters of Credit
Travellers' Checks

Chinese and Foreign Banking Announcements

Chartered Bank of China

Incorporated by Royal Charter 1853.

Capital £2,000,000
Reserve Fund 2,000,000
Reserve Liability of Shareholders £2,100,000

Head Office:
38 BISHOPSGATE, LONDON, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London Joint City & Midland Bank Limited.
The London County and Westminister and Parrs Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Ilollo	Puket
Bangkok	Ipoh	Rangoon
Batavia	Karachi	Saigon
Bombay	Klang	Seremban
Calcutta	Kobe	Singapore
Canton	Kuala-Lumpur	Shanghai
Cebu	Madras	Sourabaya
Colombo	Manila	Taiping
Delhi	Medan	(F. M. S.
Haiphong	New York	Tavoy (Lower
Hankow	Peking	Burma)
Hongkong	Penang	Tientsin
	Yokohama	

Shanghai Branch 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought, Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

A. I. D. STEWART.
Manager.

BANQUE DE L'INDO-CHINE

Capital ..... Frs. 48,000,000.00
Reserve ..... Frs. 50,000,000.00

Succursales et Agences:

Bankok	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Dondichery	Peking	Tourane
Haiphong	Papoote	
Hankoou	Pnom-Penh	

Bankers:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des-Pays-Bas; Credit Industriel et commercial; Societe Generalle.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN.
Manager.

The Exchange Bank of China

SHANGHAI BRANCH
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knabex."

Capital ..... Yen 10,000,000

Head Office ..... Peking.
Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange Business a specialty. We issue Demand Drafts, T/T, Letters of Credit, Buying and Selling Specie, etc., etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.

Domestic Agencies at Tientsin, Hankow, Kiukiang, Tsingtao, Dairen Changchun, Mukden, Foochow, Amoy Swatow, Hongkong, Canton.

P. C. KONG,
Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital $15,000,000

Reserve Funds:—
Sterling £1,500,000 @ 2/- $15,000,000
Silver 21,000,000
$36,000,000

Reserve liability of Proprietors $15,000,000

Head Office: HONGKONG
Court of Directors:
J. A. Plummer Esq., Chairman,
E. V. D. Parr Esq., Deputy Chairman.
A. H. Compton Esq.
Hon. Mr. S. H. Dodwell.
G. T. M. Edkins Esq.
C. S. Gubbay Esq.
Hon. Mr. P. H. Holyoak.
Hon. Mr. D. Landale.
W. L. Pattenden Esq.

Chief Manager.
Hongkong—N. J. STABB.

Branches and Agencies:

Amoy	Ipoh	Penang
Bangkok	Johore	Rangoon
Batavia	Kobe	Saigon
Bombay	Kuala-Lumpur	S. Francisco
Calcutta	London	Shanghai
Canton	Lyons	Singapore
Colombo	Malacca	Sourabaya
Foochow	Manila	Tientsin
Hankow	Nagasaki	Tsingtao
Harbin	New York	Vladivostock
Ilollo	Peking	Yokohama

London Bankers:
London County Westminister and Parr's Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN,
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	26,960,000
	Kug. Tls.
Capital Contributed by the Chinese Government	3,500,000
Reserve Fund	1,750,000

Head office: PETROGRAD.
Paris office: 9 Rue Boudreau.
London office: 64 Old Broad Street, E.C. 2.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Sciete Generale pour favoriser le Development de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour favoriser le Development du Commerce et de l'Industrie en France.
Milan: Credito Italiano.

FAR EASTERN BRANCHES:

Bombay	Hailar	Nicolayewsk
Chanchun	Hankow	O/Amur
(Kwan-chendze)	Harbin	Peking
	Hongkong	Shanghai
Chefoo	Manchouli	Tientsin
Dairen (Dalny)	Newchwang	Vladivostock
		Yokohama

85 Branches and Agencies in Russia, Siberia and Mongolia.

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZLERSKI,
G. CARRERE.
Managers for Asia.

The National Commercial Bank, Ltd.

Established 1907.

Paid-Up Capital $1,000,000.00
Reserve Fund 391,347.41

Head Office: Shanghai
Peking and Kiangse Roads.
Tels: Managers' Office: Central 2650
General Office: Central 2613 & 2614

Branches:
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

FOREIGN CORRESPONDENTS
London, New York, San Francisco, Tokio, Yokohama, Kobe and Osaka.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars, Gold Dollars, Sterling and Y according to arrangement.

Interest allowed on Deposits at Call both in Taels and Dollars according to arrangement.

Domestic and Foreign Drafts purchased and sold.

Credit grant on approved securities.

Savings Accounts—4% per annum.

Every description of banking business transacted.

Modern Safe Deposit Boxes For Rent.

SHEN CHU HSU, Manager.
SHU CHIN MIH, Sub-Manager.
C. C. YANG, Sub-Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital .. $60,000,000.00
Paid-Up Capital $12,279,800.00
Reserve Fund $1,298,552.60
Special Reserve Fund $1,898,933.68

HEAD OFFICE: PEKING.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifong	Hankow
Changchun	Wuhu	Ichang
Antung	Anking	Changsha
Dalny	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtau	Yangchow	Chungking

SHANGHAI BRANCH.
3 HANKOW ROAD.

Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

SUNG HAN-CHANG,
Manager.

Shanghai, 15th February, 1919.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 A.M. to 3 P.M. Saturday, 10 A.M. to 12 noon.

Commercial Bank of China

Head Office: SHANGHAI

Subscribed Capital Sh. Tls. 5,000,000
Paid-Up Capital Sh. Tls. 2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:

For 3 months at 3% per annum.
For 6 months at 4 % per annum.
For 12 months at 5% per annum
On deposits in Dollars according to arrangement.

H. G. MARSHALL,
Chief Manager.

行 銀 通 中
Chung Foo Union Bank

(Established in 1917.)
Statutes approved by the Government in 1916.
Head Offices: Tientsin

Subscribed Capital $2,000,000
Paid-Up Capital $1,020,000

Managing Director:
SUN TAO SAN.
Deputy Managing Director:
NIEH CHI-WEI.

Branches and Agencies in Domestic Cities:

Tientsin	Chinkiang
Shanghai	Soochow
Peking	Wusieh
Hankow	Hangchow
Nanking	Ningpo
Yangchow	Shaohsing
Hsuchow	Canton
Pengpu	Hongkong
Changchun	Changteh
Antung	Chengchow
Kiukiang	

Tsinkiangpu

Agencies and Correspondents in foreign countries:
London: International Banking Corporation.
New York: International Banking Corporation.
San Francisco: International Banking Corporation.
Boston: American Express Company.
Tokio: Bank of Chosen.
Kobe: Bank of Chosen.
Osaka: Bank of Chosen.
Yokohama: Bank of Taiwan.
And also other principal cities in foreign countries.

SHANGHAI BRANCH,
S.441 Ningpo Road.
Tel. Central 1929 Managers' Office.
Tel. Central 2618 General Office.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits both in Taels and Dollars according to arrangement.

Credits granted on approved securities.

Y. R. SUN, Manager.
E. D. ZAH, Sub-Manager.

International Banking Corporation

Head Office:
National City Bank Building
55 Wall Street, New York.

Capital and Surplus ...U.S. $6,500,000
Undivided Profits .U.S. $2,563,000.00

H. T. S. Green,
President & General Manager.
London Office:
36 Bishopsgate, E. C.
San Francisco Office:
332 Montgomery Street.

Far Eastern Branches
China: Shanghai, Peking Tientsin, Hankow, Hongkong, Canton.
Japan: Yokohama, Kobe.
Philippines: Manila, Cebu.
India: Bombay, Calcutta.
Straits Settlements: Singapore.
Dutch East Indies: Batavia, Soerabaya.
West Indian and Central American Branches:
Republic of Panama: Panama, Colon
Republic of Colombia: Medellin.
Dominican Republic: Santo Domingo, San Pedro de Macoris.
Santiago, Puerto Plata.

In addition to our own Branches, by reason of our close affiliation with *The National City Bank of New York* we are able to offer the facilities of its branches at Bahai, Buenos Aires, Caracas, Genoa, Havana, Montevideo, Moscow, Petrograd, Rio, de Janeiro, San Juan, P. R., Santiago de Cuba, Santos, Sao Paulo Valparaiso, Vladivostock.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits taken on rates that may be ascertained on application to the Bank.

H. C. GULLAND, Manager.
1a, Kiukiang Road.

THE BANK OF CANTON, LIMITED.

Incorporated 1912.

Capital (fully paid) H.$2,000,000.00
Reserve Fund ..... H.$ 400,000.00
Investment reserve fund ..... H.$ 40,000.00

Head Office
No. 6 Des Voeux Road, Hongkong.

Shanghai Office
No. 2 Ningpo Road

BRANCHES AND AGENCIES

Canton	Bangkok	San Francisco
Batavia	Bombay	Colombo
New York	Manila	Samarang
London	Singapore	Calcutta
Honolulu	Rangoon	Yokohama
Sourabaya	Canada, etc.	

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

BANK OF COMMUNICATIONS

Specially authorised by Presidental Mandates of April 7th, 1914, and October 31st, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China.
Agencies abroad: Singapore, Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
35 Szechuen Road.

Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.

H. TAO, Manager,
Y. M. CHIEN, Sub-Manager.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA JAPAN.

Capital Subscribed .. Yen 48,000,000
Capital Paid-up .... Yen 42,000,000
Reserve Fund ..... Yen 25,000,000

London Bankers:
The London County and Westminster and Parr's Bank, Ltd.
The National Provincial and Union Bank of England, Ltd.
The London Joint Stock Bank, Ltd.

Branches and Agencies

Batavia	Los Angeles	Seattle
Bombay	London	Shanghai
Buenos Ayres	Lyons	Shimonoseki
Calcutta	Manila	Singapore
Changchun	Mukden	Sourabaya
Dalny	Nagasaki	Sydney
Hankow	Newchwang	Tientsin
Harbin	New York	Tokio
Hongkong	Osaka	Tsinanfu
Honolulu	Peking	Tsingtau
Kaiyuen	Rangoon	Valdivostock
Kobe	S. Francisco	

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.

Every description of Banking and Exchange Business transacted.

K. KODAMA, Manager.

Banque Industrielle de Chine

Capital ..... Francs 45,000,000
one-third of the Capital, i. e., Frs. 15,000,000, subscribed by THE GOVERNMENT OF THE CHINESE REPUBLIC
Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthellot.
General Manager, A. J. Pernotte.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.
Branches in Peking, Tientsin, Shanghai, Hongkong, Saigon, Haiphong and Yunanfou

BANKERS:
In France: Societe Generalle pour Favoriser le Development du Commerce & de l'Industrie en France.
In London: London County and Westminster and Parr's Bank Ltd.
London City & Midland Bank Ltd.
In New-York: Redmond & Co.
In Italy: Banca Commerciale Italiana
Credito Italiano

Taels, Dollars, Gold Accounts
Interest allowed on Current Accounts in Gold or Local Currency and fixed deposits on application.

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local Currency.

G. LION, Manager.

The Mercantile Bank of India, Ltd.

Subscribed Capital £1,500,000
Paid up Capital 750,000
Reserve Fund 700,000

HEAD OFFICE, 15 Gracechurch Street, LONDON, E. C.

London Bankers:
London Joint City and Midland Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Handy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore	

Shanghai Branch.
EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2 % per annum and an Fixed Deposits at rates which may be ascertained on application.

C. T. BEATH Manager.
36 The Bund.

The Shanghai Commercial and Savings Bank, Ltd.

9, NINGPO ROAD

Capital (Paid-up) $600,000.00
Reserve Fund ..... $ 15,000.00
Deposits (Dec., 1918).. $3,400,000.00

Accounts carried in dollars, taels or foreign currencies.

Banking by Mail.

Credit granted on approved securities.

Drafts, both domestic and foreign, purchased or sold.

Exchange of dollars, taels and foreign currencies.

Pocket Savings Bank for saving small coins.

SAFE DEPOSIT BOXES for rent.

K. P. CHEN,
General Manager.

ASIA BANKING CORPORATION

An American Bank

Head Office—New York City
Head Office for Far East—Shanghai

OTHER BRANCH OFFICES
Peking-Tientsin-Hankow

The Asia Banking Corporation offers an American Banking Service and respectfully solicits your patronage. It is organised especially for the purpose of fostering and developing trade between the Orient and the United States. The entire service, information and TIME of our bank, its staff and correspondents are at the disposal of our clients and their friends.

Interest allowed on current, fixed and saving accounts carried in Taels, Mexican Dollars, U.S. Gold, Sterling and Francs.

Foreign or local drafts purchased at best rates, or entered for collection.

Imports and exports financed.

Commercial credits established.

Drafts sold on, and telegraphic payments effected in, any part of the World.

Banque Belge Pour L'Etranger

Filiale de la Societe Generale de Belgique
Societe Anonyme
Paid-Up Capital .. Frs. 30,000,000

Head Office: BRUSSELS,
London office: 2 Bishopsgate.
Branches at Peking, Tientsin, Alexandria, Cairo (Egypt), and Rotterdam.

President:
JEAN JADOT
Gouvernor Societe Generale de Belgique.

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque de l'Union Parisienne Societe Anonyme.
Lyons and Marseilles: Comptoir National d'Escompte de Paris.
New York: National City Bank of New York.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS,
Manager for China.

Nederlandsche Handel Maatschappij

(NETHERLANDS TRADING SOCIETY.)

Established 1824.

Paid-up-Capital—
Guilders 70,000,000 (about £5,833,333)
Reserve Fund—
Guilders 12,760,286 (about £1,063,357)
Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin	Medan	Singapore
Bandoeng	Padang	Soerabaya
Cheribon	Palembang	Soerakarta
Djember	Pekalongan	Tebing-Tinggi
Djokjakarta	Penang	Tegal
Hongkong	Pontianak	Telok-Betoe
Kota-Radja	Rangoon	Tjilatjap
Langsa	Semarang	Weltevreden
Makassar		

London Bankers:
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.

Siccawei Weather Report

Saturday, May 17, 1919.

16.—Cloudy but rather fine weather during the greatest part of the day; rain at night. Moderate to fresh Southerly winds. The anticyclone has shifted towards the Yellow sea and the sea of Japan.

17.—Fine during the night and in the morning. Weather overcast after but somewhat improved.

Weather	4 A.M.	9 A.M.
Bar. at 23° F. inches	29.81	29.84
Variation for 24 hrs.	-0.11	-0.07
Variation for 12 hrs.	†0.04	†0.02
Wind—Direction	SSE	SSE
Wind—Miles per hour	8.7	3.7
Temperature (Fahr.)	60°1	65°1
Humidity	99	87
Nebulosity (0-10)	10	9
Rinfall, inches	0.17	0.12

Financial And Commercial News

Exchange and Bullion

Shanghai, May 17, 1919.

Money And Bullion

Sovereigns: buying rate
@ 5/2½ = Tls. 3.84
@ exch. 74.3 = Mex. $5.16
Gold Dollars: Bank buying rate
@ 122½ = Tls. 81.63
@ 74.3 = Mex. $109.86
Mex. Dollars Market Rate 74.075
S'hai Gold Bars: 978 touch Tls.
Copper Cash ..... per tael 1820
Native Interest ..... Tls. .05

Latest London Quotations

Bar Silver	53¾d.
Bank Rate of Discount	5%
Ex., Paris on London	Fr. 29
Ex., N. Y. on London T.T. G.	$4.68¾

Exchange Closing Quotations

London	T.T. 5/2¾
London	Demand 5/2¾
India	T.T. 311¾
Paris	T.T. 747
Paris	Demand 750
New York	T.T. 122
New York	Demand 122¼
Hongkong	T.T. 67¾
Japan	T.T 42
Batavia	T.T. 300
Singapore	T.T. 45¼

Banks Buying Rates

London	Demand 5/3¼
London	4 m/s. Cdts. 5/4¼
London	4 m/s. Docy. 5/4¾
London	6 m/s. Cdts. 5/5
London	6 m/s. Docy. 5/5¼
Paris	Nom. 4 m/s. 780
New York	o/d. Docy. 123¼
New York	4 m/s. Docy. 128¼

Roubles Exchange
Today's Bank Buying Rate For Roubles
Roubles 3,550 ..... = Tls. 100
Roubles 100 ..... = Mex. $3.75

Customs House Exchange Rates For May

Hk. Tls. 3.50	@ 5/0¾		£1
„ 1	@ 703	Francs	7.83
„ 0.77	@ 116¾	Gold	$1
„ 1	@ 43¾	Yen	2.54
„ 1	@ 15	Rupees	4.19
„ 1	@ 1.50	Mex.	$1.50
„ 1	@ —	Roubles	—

Shanghai Produce & Stock Exchange
Transactions

Shanghai, May 17, 1919.
BUSINESS DONE
Japan Government Bond 5%:
Tls. 38.00 May
Tls. 37.60 July
Japan-China S. and W. Co:
Tls. 21.00 May
Tls. 20.40 July
Shanghai P. and S. Exchange:
Tls. 19.80 July
Local Yarns:
Water Moon 16's: Tls. 158.00 June
Tls. 157.00 July
Water Moon 20's: Tls. 188.90 May
Wedding Tls. 155.00 July

Stock Exchange
Transactions

Shanghai, May 17, 1919.
TODAY'S QUOTATIONS
Official
Shanghai Cotton Tls. 177.50 June
Yangtszepoo Cotton Tls. 11.25 June
Almas Tls. 8.00
Bukits Tls. 2.00
Dominions Tls. 6.00
Unofficial
Batu Anams Tls. 0.80
Kapalas Tls. 0.30
Chemors Tls. 0.90
Telephones Tls. 80.00
Shangnai Docks Tls. 127.00
Ewo Cotton Tls. 240.00 June

Cotton Market

Messrs. J. Spunt and Co. write as follows in their report for week ending May 17:

China Cotton.—The Cotton market during the last few weeks has been very erratic. Just when the situation looks brightest, something unexpected takes place to upset calculations. Today the situation is on the weak side due to the reported boycott of all things Japanese, tomorrow the situation will in all probability be patched up and the market will take its normal course when something else either in the shape of a fresh hitch between the North and South or a fresh revolution in the remote Province of Shensi will spring up to upset all business. Under the circumstances very little can be said as to the future course of the market and judging by reports from America, Japan and India together with conditions ruling locally we believe that sooner than the alleged Japanese boycott simmers down a strong market for Cotton should be the order of the day, as most mills will soon be on the market to replenish their holidays, until New Crop becomes available on the market.

Messrs. A. B. Rosenfeld and Son's Weekly Cotton Market Report is as follows:

China Cotton.—During the early part of the week it looked as if cotton were of absolutely no intrinsic value, and the market was pounded down by disgusted bulls and elated bears until every month was well under two taels with confident predictions of a further decline in the near future. As so often happens, however, the over-confidence of the bears, to which we have alluded before proved their undoing and with the old long interest pretty well wiped out and the bearish features thoroughly discounted, their attempt to take profits has given us a sharp upturn with the undertone yesterday steady to firm.

Aside from the "Exchange" problem and ordinary technical conditions three special features have contributed to the recovery.

First.—The continued rise in Mid-Americans and Indian.

Second.—General weather condition.

Third.—The failure of the farmers to spill out a flood of distress cotton. As a matter of fact there seems to be comparatively little cotton for sale on anything like a parity with the future markets and those who need cotton to fill previous commitments still have to pay for it.

It is not to be expected that we shall recover all at once from the recent depression but there is no reason to doubt that we have seen the worst, and we are rapidly convalescing. The cotton spinners may still have to exercise caution, but with fair moderate stocks and a small carry-over of the crop to draw from, we may yet find that they are also overdoing the pessimism with which they have been looking at the future. Any sign that will cause a more cheerful feeling in the world markets would undoubtedly have an equal effect on the China cotton markets.

With the light before us therefore, we cannot escape the conclusion that present prices are low enough and favor buying on easy markets. Tone of the market. Steady to firm.

Hongkong Market

Messrs. Moxon and Taylor write as follows in their report for week ending May 9:

Banks.—Hongkong Banks are quoted in London at £100.10/- and locally there has been a quiet but persistent demand for this stock after sales as low as $690. The market closes firm with buyers at $692½.

Marine Insurances.—Cantons after sales at $500 have now sellers at that rate. North Chinas have changed hands at Tls. 220. Unions at $1,100 have probable sellers.

Fire Insurances.—China Fires are neglected at $160. Hongkong Fires at $330 are quiet but steady.

Shipping.—Douglases attract very little attention round about $84 ex dividend. Steamboats are quiet but firm at $223¾. Deferred Indos could probably be obtained at $152. Star Ferries at $37 are buyers. Shells again mark an advance and are wanted at £8.12.6.

Refineries.—China Sugars after a spurt up to $160 for cash are somewhat easier with sellers at $157. Shares have been done for June at $161 and round about that figure closing with buyers at $159. Malabons are wanted at $35.

Oils and Mining.—Raubs are in request at $2¼. Tronohs at 42/6 whilst Urals are on sale at 40/-. Kailans at 50/- remain unchanged. Langkats are wanted at Tls. 19½ buyers with no sellers in evidence.

Docks, Wharves and Godowns.—Kowloon Wharves have sellers for cash at $97 ex rights and have changed hands at $98 for June. Hongkew Wharves are quoted round about Tls. 85 in the North. Hongkong Docks for no very apparent reason became a weak market with sellers offering shares at $152½; at the close the market is firmer. Shanghai Docks have gone to the North at Tls. 126 and close Tls. 129 sales. New Engineerings are nominal at Tls. 24.

Lands, Hotels and Buildings.—Centrals are very firm at $107 Hongkong Lands could be placed a $108 after sales at $107. Humphreys after sales $7.90 are quiet at $8. Hotels have changed hands a $100. Kowloon Lands could be placed at $45. Reclamations are nominal at $175 and West Points at $71 have buyers.

Electric Companies.—Hongkong Electrics:

The market continues steady with buyers offering $78, after sales at $78½. China Lights are wanted at $5 for the old and $1.05 for the new. Hongkong Trams have been done at $7½.

Miscellaneous.—China Borneos are wanted at $12½. Dairy Farms are firm at $30. Ropes at $31 are wanted. Providents at $7½ are quiet. Cements at $7.80 have sellers after sales at $7¾. Powells are wanted at $11½. Waterboats at $13½ could be placed. Steam Laundries are firm at $3¾. Watsons have buyers at $6 with sales at $6.10.

Rubbers.—No change.

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GENERAL SHIPPING NEWS

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. **Hwahta**, will leave on **Sunday** night. For Freight or Passage apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The Str. **Kianghsin**, Captain J. R. Milligan, will leave on **Monday** night. For Freight or Passage apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The Co.'s Steamer **Tachang Maru**, Captain Y. Taniguchi, will be despatched from N.K.K. Pootung Wahrf on **Monday, May 19**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Chartered Steamer **Hwahlee**, tons 1,151, will leave on **Monday, May 19**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Tatung**, Captain C. C. Williams, will leave from the French Bund on **Monday, May 19**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Luenyi**, Captain Frazier, will leave from the French Bund on **Tuesday, May 20**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Co.'s Steamer **Tafoo Maru**, Captain A. Yamasita, will be despatched from N.K.K. Pootung Wharf on **Tuesday, May 20**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Loongwo**, tons 3,925, Capt. Findeison, will leave on **Tuesday, May 20**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Co.'s Steamer **Talee Maru**, Captain S. Hosakawa, will be despatched from N.K.K. Pootung Wharf on **Thursday, May 22**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Luenho**, tons 2,868, Captain Jackson, will leave on **Thursday, May 22**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Suiwo**, tons 2,671, Captain Smith, will leave on **Friday, May 23**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

For Southern Ports

FOOCHOW.—The Str. **Hsinchi**, Captain E. Hansen, will leave on **Sunday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Yingchow**, Captain E. B. Simons, will leave from the French Bund direct for the above ports on **Sunday, May 18**, at daylight. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents. Freight. Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The China Navigation Co.'s Steamer **Hsin Peking**, Captain A. Stott R. N. R. will leave from the French Bund on **Monday, May 19**, at 5:30 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Tean**, Captain A. J. Scott, will leave from the French Bund direct for the above ports on **Tuesday, May 20**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG.—The Str. **Canada Maru**, Captain T. Bando, will be despatched from the Co.'s Yangtszepoo Wharf on **Thursday, May 29**, at ——— The steam-launch conveying passengers on board will leave the Custom jetty at ——— on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

For Northern Ports

CHEFOO & TIENTSIN.—The Str. **Hsinming**, Captain MacKenion, will leave on **Tuesday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

CHEFOO & NEWCHWANG.—The Str. **Tonnan**, Captain C. Slepperd, will leave on **Tuesday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

ANTUNG.—The China Navigation Co.'s Steamer **Wenchow**, Captain A. V. Harrison, will leave on **Tuesday, May 20**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Tungchow**, Captain Harris, will leave from the French Bund on **Tuesday, May 20**, at 3 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Foreign Ports

TACOMA & SEATTLE CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer **Africa Maru**, Captain H. Yamamoto, will be despatched on **Tuesday, May 27**. Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment. The steam-alunch conveying passengers on board will leave the Custom's Jetty at ——— on the same day. For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234 & 4235.

LONDON and ANTWERP.—The Steamer **Amur Maru**, Captain I. Hamada, will be despatched from the Co.'s No. 9 Buoy on **Thursday, March 29**. For Freight, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234 & 4047.

MARSEILLES.—The Steamer **Indo Maru**, Captain T. Yendoh, will be despatched from the Co.'s No. 9 Buoy on **Saturday, June 7**. For Freight, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

LONDON via MARSEILLES.—The Steamer **Andes Maru**, Captain K. Goko, will be despatched from the Co.'s No. 9 Buoy on **Tuesday, June 10**. For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund Tel. Central No. 4234 & 4235.

TACOMA & SEATTLE CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer **Arabia Maru**, Captain T. Saito, will be despatched on **Sunday, July 20**. Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment. The steam-alunch conveying passengers on board will leave the Custom's Jetty at ——— on the same day. For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234 & 4235.

VESSELS IN HARBOR AND AT WOOSUNG

Date		From	Ship's Name	Flag	Agents
Feb.	12 —	Japan	Yoiko Maru	Jap.	M.B.K.
Feb.	15 —	Bellingham, Wash.	J. Steedman	Jap.	N.Y.K.
Mar.	13 —		Misaki Maru	Br.	M.B.K.
Mar.	16 —		Mitaku Mar	Jap.	M.B. Co.
Mar.	20 —		Marie Barnard	Jap.	M.B. Co.
Apr.	6 —	Chinwangtao	Shinko Maru	Jap.	K.M.A.
Apr.	8 —	Hongkong	Castlefield	Br.	W. & Co.
Apr.	22 —	Hongkong	Kwongsang	Br.	J.M. & Co.
Apr.	22 —	Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
Apr.	27 —	Hongkong	Kwanglee	Chi.	C.M.S.N. Co.
May	1 —	Japan	Fukuyo Maru	Jap.	
May	1 —	Tsingtao	Neuralia	Br.	M. M. & Co.
May	4 —	Tsingtao	Shinsei Maru 10	Jap.	S. Yoko
May	7 —	Vlad.vostok	Simbirsk	Rus.	R. V. F.
May	10 —	New York, etc.	St. Mihiel	Chi.	M. & Co.
May	10 —	Cruise	Chuentao	Chi.	Customs
May	11 —	Japan	Chihaya Maru	Jap.	M.B.K.
May	11 —	Canton	Hwahkuel	Chi.	B. & S.
May	11 —	Cruise	Liuhsing	Chi.	Customs
May	11 —	Hankow	Kiangping	Chi.	Ch. S.Shaw
May	12 —	Hongkong	Celtic Prince	Br.	D. & Co.
May	12 —	San Francisco	Korsnaes	Am.	S. & D.
May	13 —	Hongkong	Hwahkun	Br.	P. & O.S.N. Co.
May	13 —	Bombay	Dilwara	Br.	P.&O.S.N. Co.
May	13 —	Japan	Toyo Maru	Jap.	S. Shokai
May	13 —	Japan	Pingching	Chi.	Customs
May	13 —	Hankow	Astrahan	Rus.	R.V.F.
May	13 —	River Ports	Javary	Am.	B.A.T. Co.
May	15 —	Tsingtao	Yingchow	Br.	B. & S.
May	15 —	Hongkong	Glenamoy	Br.	G. L. E. A.
May	15 —	Japan	Yeiko Maru	Jap.	
May	15 —	Japan	Yeiraku Maru	Jap.	
May	15 —	Vladivostok	Harold Dollar	Br.	R. D. & Co.
May	15 —	Foochow	Hsinchi	Chi.	C.M.S.N. Co.
May	16 —	Japan	Hokkai Maru	Chi.	S. Yoko
May	16 —		Chienan	Chi.	T. W. C.
May	16 —	River Ports	Ningshao	Chi.	N.S.S. Co.
May	16 —	River Ports	Hwahlee	Chi.	J.M. & Co.
May	16 —	Hankow	Hanping	Chi.	H. Y. P.
May	16 —	River Ports	Siangyang Maru	Jap.	N.K.K.
May	16 —	Japan	Fuji Maru	Jap.	S.M.R.
May	16 —	Tsingtao	Fumi Maru	Jap.	
May	17 —	Ningpo	Meinan	Am.	Socony.
May	17 —	Vancouver, ports	E. of Asia	Br.	C.P.O.S.
May	17 —	River ports	Tatung	Br.	B. & S.
May	17 —	River ports	Tachang Maru	Jap.	N.K.K.
May	17 —	Hongkong	Tean	Br.	B. & S.
May	17 —		Tenri Maru	Jap.	

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
———	—	Vancouver	Melville Dollar	Br.	R. D. & Co.
———	—	San Francisco	Archer	Am.	P.M.S.S. Co.
———	—	Tacoma	Grayson	Am.	B.A.T. Co.
May	24 —	Vancouver	Methven	Br.	C.P.O.S.
May	24 —	San Francisco	Colombia	Am.	P.M.S.S. Co.
May	26 —	San Francisco	Shinyo Maru	Jap.	T. K. K.
May	27 —	Tacoma, etc.	Africa Maru	Jap.	O.S.K.
May	27 —	New York	Celtic Prince	Br.	S.T. & Co.
June	1 —	Vancouver	Harold Dollar	Br.	R. D. & Co.
June	6 —	San Francisco	Korea Maru	Jap.	T.K.K.
June	14 —	Vancouver	E. of Asia	Br.	C.P.O.S.
June	15 —	San Francisco	West Vaca	Am.	P.M.S.S. Co.
June	21 —	San Francisco	Venezuela	Am.	P.M.S.N. Co
June	27 —	Seattle	Fushimi Maru	Jap.	N. Y. K.
June	27 —	Vancouver	E. of Japan	Br.	C.P.O.S.
July	12 —	Vancouver	E. of Russia	Br.	C.P.O.S.
July	19 —	San Francisco	Ecuador	Am.	P.M.S.S. Co.
July	24 —	San Francisco	Tenyo Maru	Jap.	T.K.K.
July	25 —	Vancouver	Monteagle	Br.	C.P.O.S.
Aug.	2 —	San Francisco	Siberia Maru	Jap.	N.K.K.
Aug.	9 —	Vancouver	E. of Asia	Br.	C.P.O.S.
Aug.	16 —	San Francisco	Shinyo Maru	Jap.	T.K.K.
Sept.	9 —	San Francisco	Korea Maru	Jap.	T.K.K.

FOR JAPAN PORTS

May	21 —	Moji, Kobe & Osaka	Takeshima Maru	Jap.	N. Y. K.
May	23 —	N'saki, Kobe & Y'hama	Kasuga Maru	Jap.	N. Y. K.
May	24 —	Moji, Kobe & Osaka	Yawata Maru	Jap.	N. Y. K.
May	28 —	Moji, Kobe & Osaka	Omi Maru	Jap.	N. Y. K.
May	30 —	N'saki, Kobe, Y'hama	Yamashiro Maru	Jap.	N. Y. K.
June	3 —	N'saki, Kobe, Y'hama	Chikugo Maru	Jap.	N. Y. K.
May	— —	Kobe & Yokohama	Nera	Fr.	M.M. Cie
June	— —	Kobe & Yokohama	Sphinx	Fr.	M.M. Cie

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May	— —	London	C. of Colombo	Br.	J.M. & Co.
May	19 —	Bombay	Dilwara	Br.	P.&O.S.N. Co.
May	20 —	London, etc.	Lycaon	Br.	B. & S.
May	22 —	London	Neuralia	Br.	P.&O.S.N. Co.
May	26 —	London	Kaga Maru	Jap.	N. Y. K.
May	29 —	London, etc.	Amur Maru	Jap.	O. S. K.
May	29 —	London, etc.	Mentor	Br.	B. & S.
May	30 —	London	Glenamoy	Br.	G. L. E. A.
June	5 —	Liverpool	Stentor	Br.	B. & S.
June	7 —	Marseilles & Genoa	Indo Maru	Jap.	O. S. K.
June	9 —	London	Yokohama Maru	Jap.	N. Y. K.
June	10 —	London, etc.	Andes Maru	Jap.	O. S. K.
June	12 —	London	Rhesus	Br.	B. & S.
June	19 —	Liverpool	Teucer	Br.	B. & S.
June	26 —	London	Talthybius	Br.	B. & S.
June	— —	London	Altai Maru	Jap.	O. S. K.
June	— —	Marseilles	Sphinx	Fr.	M.M. Cie
July	3 —	Liverpool	Ningchow	Br.	B. & S.
July	10 —	London	Idomeneus	Br.	B. & S.
July	23 —	Settle	Katori Maru	Jap.	N. Y. K.

FOR SOUTHERN PORTS

May	18 D.L.	Hongkong & Canton	Yingchow	Br.	B. & S.
May	18 —	Foochow	Hsinchi	Chi.	C.M.S.N. Co.
May	19 5.30	Ningpo	Hsin Peking	Br.	B. & S.
May	19 4.30	Ningpo	Hsin Ningshao	Chi.	N.S.S. Co.
May	20 5.30	Ningpo	Taishun	Chi.	C.M.S.N. Co.
May	20 D.L.	Hongkong & Canton	Tean	Br.	B. & S.
May	21 D.L.	S'tow, H'kong, C'ton	Chinkiang	Br.	B. & S.
May	22 D.L.	Amoy, H'kong, C'ton	Sunning	Br.	B. & S.
May	31 —	Hongkong & Manila	Venezuela	Am.	P.M.S.S. Co.
June	3 —	Hongkong	Nanking	Am.	C.M.S.S. Co.

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S.S. Ecuador	July 19	S.S. Colombia	July 26

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S.S. Colusa	July 10	S.S. Santa Cruz	June

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FOR NORTHERN PORTS

May	20	D.L. Antung	Wenchow	Br.	B. & S.
May	20	— Chefoo & Newchwang	Toonan	Chi.	C.M.S.N. Co.
May	20	3.00 W'wei, Chefoo, T'tsin	Tungchow	Br.	B. & S.
May	20	— Chefoo & Tistsin	Hsinming	Chi.	C.M.S.N. Co.
May	20	3.00 Dairen	Sakaki Maru	Jap.	S.M.R.
May	23	3.00 Vladivostok	Simbirsk	Rus.	R. V. F.
May	24	D.L. Tsingtao	Chenan	Br.	B. & S.

FOR RIVER PORTS

May	18	M.N. Hankow, etc.	Hwahta	Chi.	C.M.S.N. Co.
May	19	M.N. Hankow, etc.	Kianghsin	Chi.	C.M.S.N. Co.
May	19	M.N. Hankow, etc.	Hwahlee	Chi.	J.M. & Co.
May	19	M.N. Hankow, etc.	Tachang Maru	Jap.	N.K.K.
May	19	M.N. Hankow, etc.	Tatung	Br.	B. & S.
May	20	M.N. Hankow, etc.	Tafoo Maru	Jap.	N.K.K.
May	20	M.N. Hankow, etc.	Loongwo	Br.	J. M. & Co.
May	20	D.L. Wuhu/Swatow	Chihli	Br.	B. & S.
May	20	M.M. Hankow, etc.	Luenyi	Br.	B. & S.
May	21	M.N. Hankow, etc.	Kiangfo	Chi.	C.M.S.N. Co.
May	21	M.N. Hankow, etc.	Woosung	Br.	B. & S.
May	22	M.N. Hankow, etc.	Kiangyu	Chi.	C.M.S.N. Co.
May	22	M.N. Hankow, etc.	Luenho	Br.	J.M. & Co.
May	22	M.N. Hankow, etc.	Talee Maru	Jap.	N.K.K.
May	23	M.N. Hankow, etc.	Suiwo	Br.	J.M. & Co.
May	23	M.N. Hankow, etc.	Poyang	Br.	B. & S.
May	25	M.N. Hankow, etc.	Kiangyung	Chi.	C.M.S.N. Co.

*A.M. N.M.—MIDNIGHT. D.L.—DAYLIGHT.

Arrivals

Arrived		From	Ship's Name	Flag	Agents
May	17 —	Ningpo	Taishun	Chi.	C.M.S.N. Co.
May	17 —	Ningpo	Meinan	Am.	Socony.
May	17 —	Vancouver, ports	E. of Asia	Br.	C.P.O.S.
May	17 —	River ports	Tatung	Br.	B. & S.
May	17 —	River ports	Tachang Maru	Jap.	N.K.K.
May	17 —	Hongkong	Tean	Br.	B. & S.
May	17 —		Tenri Maru	Jap.	

MEN OF WAR IN PORT

Section	Date	From	Name	Flag and Rating	
WTW	———		Snipe	Br.	gun-boat
WTW	———		Nightingale	Br.	gun-boat
P & O B I	Oct. 18		Sel. Caboto	It.	gun-boat
1 C	Feb. 11		Wilmington	Am.	gun-boat
B V I I	May 7		Suma	Jap.	gun-boat
M M B	Apr. 30		D de Lagree	Fr.	gun-boat
B N B	May 12		Bee	Br.	gun-boat

O. S. K.

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(Osaka Mercantile Steamship Co.

Under Mail Contract with the Imperial Japanese Government

SAILINGS FROM SHANGHAI

(Subject to Alteration)

FOR LONDON (Via Hongkong, Singapore, and Antwerp).

	Tons	Capt.	Arrive	Leave
*AMUR MARU	15,000	I. Hamada,	May 27	May 29

FOR LONDON (Via Hongkong, Singapore, Marseilles and Antwerp).

	Tons	Capt.		
*ANDES MARU	15,000	K. Goko,		June 8 June 10

FOR MARSEILLES

	Tons	Capt.		
*INDO MARU	10,000	Y. Yendoh,		May 30 June 7

FOR NORTH AMERICA (Tacoma, Seattle and Vancouver) via Nagasaki, Kobe, and Yokohama.

In connection with the Chicago, Milwaukee and St. Paul Ry.

	Tons	Capt.	Arrive	Leave
*AFRICA MARU	20,000	H. Yamamoto,	May 26	May 27
*ARABIA MARU	15,000	T. Saito,	July 19	July 20

FOR HONGKONG

	Tons	Capt.	Arrive	Leave
CANADA MARU	12,000	T. Bando,	May 28	May 29

FOR NORTH CHINA PORTS (Tientsin and Dairen).

	Tons	Capt.	Arrive	Leave
KOHOKU MARU	5,000	M. Tsubaki,	May 13	May 15

FOR SOUTH CHINA PORTS and FORMOSA (Foochow, Keelung and Takao).

	Tons	Capt.	Arrive	Leave
KOHOKU MARU	5,000	M. Tsubaki,	May 26	May 28

*Fully booked for passage.

The Company also runs numerous steamers from Japan to Europe, South America, South Africa, Australia, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan. Through freight booked from Shanghai.

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SEMI-TROPICAL ROUTE.

PROPOSED SAILINGS FROM SHANGHAI.

FOR SAN FRANCISCO

SHINYO MARU	May 26, 1919
KOREA MARU	June 29, 1919
TENYO MARU	July 24, 1919
SIBERIA MARU	Aug. 2, 1919
SHINYO MARU	Aug. 16, 1919
KOREA MARU	Sept. 13, 1919
TENYO MARU	Oct. 6, 1919

FOR HONGKONG

SHINYO MARU	July 26, 1919
TENYO MARU	Sept. 22, 1919

All steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra. Moving Picture Performance Deck Dances. Service and Cuisine unexcelled.

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North China Insurance Co.'s Buildings,

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WILL SAIL FROM SHANGHAI FOR

SAN FRANCISCO

VIA NAGASAKI, YOKOHAMA AND HONOLULU

*S.S. "NANKING,"	JUNE	17th
S.S. "CHINA",	JULY	5th

*S.S. "NANKING" does not call at NAGASAKI nor HONOLULU.

FOR HONGKONG DIRECT

S.S. "NANKING"	JUNE	3rd
S.S. "CHINA"	JUNE	21st

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SAILINGS FROM SHANGHAI

(Subject to Alteration)

EUROPEAN LINE

For Hongkong, Singapore, Penang, Colombo, Suez, Portsaid, and England:

	Tons			
KAGA MARU	12,500	Capt. N. Segawa,		May 26
YOKOHAMA MARU	12,500	Capt. K. Okamoto,		June 9

AMERICAN LINE

Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B. C., and Seattle, Washington.

FUSHIMA MARU	21,000	Capt. T. Irisawa,	June 27
KATORI MARU	19,000	Capt. S. Koma,	July 23

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

KASUGA MARU	7,000	Capt. K. Itsuno,	May 23
YAMASHIRO MARU	7,000	Capt. Y. Nakajima,	May 30
CHIKUGO MARU	5,000	Capt. M. Taniguchi,	June 3

MOJI, KOBE AND OSAKA LINE

TAKESHIMA MARU	4,500	Capt. R. Arakida,	May 21
YAWATA MARU	7000	Capt. H. Nojiri,	May 24
OMI MARU	7,000	Capt. H. Kawai,	May 28
KUMANO MARU	9,500	Capt. S. Saito,	May 31

KOBE TO SEATTLE

KASHIMA MARU	19,000	Capt. M. Machida,	June 8

FOR JAPAN

MISHIMA MARU	16,000	Capt. S. Takano,	June 10

FOR HONGKONG

KATORI MARU	19,000	Capt. I. Noma,	June 29

FOR MANILA AND HONGKONG

FUSHIMI MARU	21,000	Capt. T. Irisawa,	Jun. 3

AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila).

AKI MARU	12,500	Capt. F. G. Cope,	May 21
TANGO MARU	14,000	Capt. M. Nishimura,	June 25
NIKKO MARU	10,000	Capt. G. Yamazaki,	July 23

CALCUTTA LINE

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BOMBAY LINE

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage).

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

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Tel. Address: Yusen, Shanghai.

CHINESE GOVERNEMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

March 15th, 1919, and until further notice

Mail 101.	Mail 3.		Miles	Peking-Mukden Line		Mail 4.
20.35	8.35		0	dep. Peking arr.		19.50
23.45	11.12		..	arr. Tientsin-Central dep.		17.00
23.50	11.17		84	dep. Tientsin-Central arr.		16.53
24 00	11.25		..	arr. Tientsin-East dep.		16.45
19.35	..		524	arr. Mukden dep.		..

Local 5.	Mail 3.	Exp. 1.		Tientsin-Pukow Line		Exp. 2.	Mail 4.	Local 6.
6.45	9.45	11.30	0	dep. Tientsin-East	arr.	17.05	15.45	20.15
6.55	9.55	11.40	2.71	arr. Tientsin-Central	dep.	16 55	15.35	20.05
7.25	10.15	11.55		dep. Tientsin-Central	arr.	16.31	15.20	19.45
13.02	16.00	15.30	78	dep. Tsangchow	dep.	13.05	11.28	15.28
16 40	19.20	18.08	148	dep. Tsehow	dep.	10.33	8.47	11.56
19 57	22.12	20.21	—	arr. Tsinanfu	dep.	8.06	6.00	8.20
7.	:		220	:				8.
6.00	22.25	20.31	—	dep. Tsinanfu	arr.	7.46	5.40	19.02
9.27	1.00	22.31	266	dep. Taianfu	dep.	6.01	3.25	16.24
12.27	3.47	0:38		arr. Yanchowfu	dep.	3.49	0 40	13.00
12.47	4.02	0.48	318	dep. Yanchowfu	arr.	3.39	0.02	12 48
16.30	6.55	3.16	377	dep. Linchang	dep.	1.20	21.24	9.26
19.02	8.45	4.50	—	arr. Hsuchowfu	dep.	23.36	19.20	6.30
9.	:		420	:				10.
5.40	9.00	4 57		dep. Hsuchowfu	arr.	23.29	19.00	20.50
11.26	13.02	8.33		arr. Pengpu	dep.	19.53	14.55	15.20
11.51	13.20	8.40	523	dep. Pengpu	arr.	19.46	14.35	14.09
18.27	17.34	11.52	600	dep. Chuhsien	dep.	16.48	10.50	8.17
20.08	18.55	13.00	631	arr. Pukow	dep.	15.30	9.20	6.40

N. Exp.	Exp.			Shanghai-Nanking Line		Exp.	N. Exp.
23.00	14.20	0		dep. Nanking-Ferry	arr.	14.15	6.50
7.00	21.00	193		arr. Shanghai-North	dep.	7.55	23.00

Yanchowfu-Tsinlingchow Branch Line				Linchang-Tsochuang Branch Line						
13.10	4.19	d. Yanchowfu a.	12.08	23.53	21.30	16.40	9.30	d. Linchang a.	6.28	15.50	21.00
14.03	5.05	a. Tsinlingchow d.	11.15	23.00	22.40	17.50	10.40	a. Tsochuang d.	5.15	14.40	19.50

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

The T. P. L. Express Trains are provided with 1st and 2nd class Sleeping, Dining accommodations and 3rd class cars only for 3rd class Through Passengers and servants accompanying 1st and 2nd class passengers.

Passengers travelling on the T. P. L. Express Trains must hold Express Extra Tickets in addition to passenger tickets. Application for Sleeping Accommodation should be made at the earliest possible moment to the Traffic Manager at Tientsin, or to the Traffic Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order

THE TRAFFIC MANAGER.

Tientsin, March, 1919.

Large Display Advertisements

intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday**

The Movies Have Achieved 'Revivals'!

(*New York Times*)

Who called the movie "the roughneck of the arts"? Let him stand and answer: Does a roughneck art have revivals? Does a roughneck art have "old masters"? Does a roughneck art have "vintage" pictures? Does a roughneck theater have repertory?

On behalf of one hundred million movie fans, more or less, an answer to these questions may be set down here, in the absence of the man who thinks the movies lowbrow. Early productions of motion pictures already are being displayed on the screen. "Old masters" are being shown. In their very lifetime Charles Chaplin, comic pantomimist, and D. W. Griffith, producer, have become "old masters," so rapidly has this husky younger sister overtaken the mossbacked arts. Movies are being "revived."

Hugo Riesenfeld, managing director of the Rivoli and Rialto Theaters, has started to show a series of the first Chaplin comedies, and Mr. Griffith will soon open a theater in New York with a repertory of the films which made him famous.

There have been reissues of photoplays since the year after the first photoplays were issued, but these cannot properly be called revivals. Frequently they have been put out in competition with a star's current productions by his or her former manager seeking to turn the player's popularity to his own account. The other fellow's advertisement of the star's name has often had more to do with bringing them out than any intrinsic merit of their own.

Further, many of the reissues have been intended for second-class trade. The big New York houses have not taken them. Sometimes they have been simply pirated editions. Whatever they have been, they have not been revivals, brought back by some one's faith in their enduring artistic and commercial value. The Chaplin pictures and the Griffith productions, in this sense, are revivals, and practically the first since the photoplay established itself. When "A Night in the Show," the first of the old newcomers, was put on at the Rialto two weeks ago, the box office began to have one of the busiest periods of its existence. The first Monday night was reported to be "a little off" at the "legitimate" theaters in the Broadway district, but the people were standing at the Rialto all evening.

"A Night in the Show" is an Essanay picture, made in 1915. Other Essanay productions to come are "The Bank," "Charlie's new Job," "Shanghaied," and "The Champion." Motion-picture men still speak of "The Keystone Age," 1913-14, when Keystone comedies led all the rest. Chaplin was with this company then, and appeared in "His Prehistoric Past" and "Dough and Dynamite." Both of these will be seen in the near future on the Rialto screen. Perhaps some of these pictures will go to the Rivoli, too.

Most of Chaplin's early comedies were made before his name was widely known. In the days of their production the star system had not grown to its present domination of the field, and Chaplin was simply "that funny little fellow" to thousands of those who laughed at his pantomime. It was his pantomimic ability that made his comedies so popular, for in construction and wit they were no better than hundreds of others of the horseplay, custard pie type. The others, having nothing but horseplay and custard pie, have not been and will not be revived. The Chaplin comedies are coming back because Chaplin, beginning anonymously, entered the star system because he was a star.

The Griffith pictures, too, are a testimony to that director's ability. When the now widely known "D. W." was a director at the old biograph studio, people began to talk about "the fellow who has gone movie mad." This fellow made "The Mother and the Law," "The Fall of Babylon," "The Sands of Dee," "The Avenging Conscience," "The Single Standard," and "The Escape"; and, by these productions, became the foremost producer in America. He did not follow in the paths of others, but blazed his own way. He invented or discovered the "close-up," the "fade-out," the "long shot," the "cut back," and other tricks which have become elements of photoplay technique today. From his shorter works he progressed to the first real super features. "The Birth of a Nation," "Intolerance," and "Hearts of the World" were products of his industry.

Griffith not only made enduring photoplays, but he made stars. Many an actor and actress now well known from one end of the country to the other, and even around the world, began with Griffith in obscurity and received invaluable training. Some of them are Mary Pickford, Mae Marsh, Lillian Gish, Constance Talmadge, Blanche Sweet, Dorothy Gish, Seena Owen, Robert Harron, Miriam Cooper and Henry Walthall.

It is Griffith productions with these stars and others which will be revived here in repertory.

But the revivals do not mean that the principal figures in them are turning backward. On the contrary, Griffith, Chaplin, and the others seem to be more active than ever before. Griffith is making a series of six Artcraft pictures, three of which have been released, and his next undertaking will be the production of three photoplays for the First National Exhibitors' Circuit. Then he expects to begin work in the "Big Four" combination, consisting of Douglas Fairbanks, Charlie Chaplin, Mary Pickford, and himself. Chaplin will remain with the First National until his present contract expires, when he will join the combination.

There is one difference between screen and stage revivals that may be worth noting. When plays come back to the stage they are frequently rewritten in places and have the advantage of the latest developments in stage setting. Also, the actors may be better than those originally in the cast. But photoplays remain substantially the same. New prints are made from the old negatives, and by chemical processes some of the modern effects may be produced. Furthermore, improved methods of projection and exhibition may add something to the production. Fundamentally, however, the photoplay remains unchanged. It is the old work that is revived, practically in its entirety. There may be crudities in it, and it may have been done in a style for which the public has lost its taste. If such a film comes back, therefore, it will be solely because of the genius of an actor or director. Speaking generally, it may be said that, to a greater degree than on the stage, the productions which survive revival on the screen testify eloquently to the ability of the individuals originally identified with them.

TREES REPLANTED IN FRANCE

The New York Bird and Tree Club has received a cable from M. Pichon, French Minister of Foreign Affairs, thanking the members for their work in establishing a fund for replanting trees in the devastated regions of France. The organisation conducted a unique campaign before the holidays, and the receipts from its sale of Christmas cards were forwarded to France. Every card cost 75 cents, the price that the French Government pays for nurslings bought in Switzerland. Twelve thousand cards were sold, which meant that 12,000 of the 40,000 of the trees cut down by the Germans would be replanted.

An extract of M. Pichon's cable follows:

"Owing to the season's being advanced, planting cannot take place before next fall. As soon as we know definitely the exact amount placed at our disposal the Office of Agricultural Reconstruction will establish a program showing how the funds will be used—this in accordance with the desires of the donators. A detailed statement of the difference undertakings will also be shown on this program."

Provision Prices In Local Market

Prices quoted are in Mexican dollar cents at Hongkew Market as compiled on May 13, 1919.

Butcher's Meat		
Beef	per lb.	14-20
Mutton	„	16-20
Pork	„	25-30
Veal	„	25-30
Fish		
Bream	per lb.	14-16
Cod	„	16-18
Mandarin	„	20-30
Mackerel	„	20-25
Pomfret	„	20-25
Salmon	„	none
Samli	„	35-40
Soles	„	16-20
Whitebait	„	20-22
Game, Poultry And Eggs		
Deer	each	none
Duck	„	60-1.00
Eggs	per doz.	15-18
Fowl	per lb.	18-20
Geese	each	$0.60-$1.00
Hare	„	none
Partridge	„	none
Pheasant	„	none
Pigeons	„	18-20
Plover	„	8-12
Quail	„	20-22
Snipe	„	14-16
Teal	„	14-16
Turkey	per lb.	50-55
Wild Duck	each	none
Wild Geese	„	none
Wild Pigeons	„	none
Woodcock	„	40-45
Fruit		
Apricots	per lb.	none
Apples	„	16-20
Bananas	„	12-14
Cherries	„	none
Chestnuts	„	none
Figs	per doz.	none
Grapes	per lb.	none
Lemons	each	6-7
Lichees	per lb.	none
Mangoes	each	10-15
Mongosteens	per doz.	none
Melons	each	none
Oranges	per lb.	20-30
Peaches	„	none
Pears	„	10-12
Persimmons	„	none
Peeboes	„	8-10
Plums	„	8-10
Pumeloes	each	20-30
Pineapples	„	none
Strawberries	per lb.	10-12
Walnuts	„	12-14
Vegetables		
Artichokes	per lb.	2-3
Asparagus	per doz.	20-30
Broad Beans	per lb.	2-3
Beetroot	per bunch	2-3
Bamboo Shoots	per lb.	10-12
Cabbage	each	3-4
Carrots	per bunch	2-3
Cauliflower	each	10-15
Celery	per bunch	8-10
Egg Plant	per lb.	6-7
French Beans	„	8-10
Green Corn	each	none
Leeks	per bunch	2-3
Mushrooms	per lb.	1.00
Onions	per bunch	8-10
Parsnips	„	3-4
Peas	per lb.	3-4
Potatoes	per picul	$1.61-$2.00
Radishes	per bunch	1-2
Spinach	per lb.	2-3
Tomatoes	„	8-10
Turnips	per bunch	2-3
Grain And Flour		
Flour American	per 50 lbs.	——
Flour Australian	„	$4.25
Flour Shanghai	„	$2.10
Rice	per 200 lbs.	$6.40
Milk		
Foreign dairies	per bottle	$0
Chinese dairies	„	17
Fodder		
Barley	per 114 lbs.	$2.55
Bran	„	$2.10
Fuel		
House Coal	per ton	Tls. 19.00
Stove Coal	per ton	Tls. 23.00
Firewood	per 50 bundles	$1.00
Laundry		
Per 100 articles		$3.00-4.00

E. KILNER,
Chief Inspector.

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, MAY 18, 1919

Date and Destination	Per	Chi.	Br.	USA	Rus.	Jap.	Reg.
Today.							
River Ports	Train & Str.	22.00	..	..	..	..	22.00
Tomorrow.							
Hongkong, S. Ports, Straits, Ceylon, India & Europe via Suez	Dilwara	..	A10.00	..	..	..	9.30
H'kong, S. Ports, A'tralia, Straits, Ceylon, India and Europe	do	10.00	..	..	..	..	9.30
Hongkong and Canton	Tean	22.00	..	..	..	..	22.00
Hongkong	Tean	..	17.00	..	..	..	..
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	22.00	..	..	..	..	22.00
Chefoo	Toonan	22.00	..	..	..	..	22.00
V'stock and Siberia via Pukow and Harbin (Daily expect Sunday)	Train	..	..	..	17.00	..	17.00
Ningpo	Hain Peking	..	15.00	..	..	..	..
Tientsin	Train	..	17.00	..	..	..	..
Hankow	Train	..	17.00	..	..	..	..
Vladivostok	do	..	17.00	..	..	..	..
Tuesday, May 20.							
United Kingdom, via Suez	*Lycaon	..	14.00	..	..	..	..
Weihaiwei and Chefoo	Tungchow	14.00	..	..	..	..	13.30
Japan Ports	T'shima Maru	19.30	..	..	..	..	19.00
Weihaiwei, Chefoo & Tientsin	Tungchow	..	14.00	..	..	..	..
River Ports	Train & Str.	22.00	..	..	..	..	..
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	22.00
Swatow, Hongkong & Canton	Chinkiang	22.00	..	..	..	..	17.00
Japan Ports	T'shima Maru	..	17.00	..	..	..	22.00
Wednesday, May 21.							
Amoy, Hongkong & Canton	Sunning	22.00	..	..	..	..	22.00
Japan & America	M. Dollar	17.00	..	..	..	..	16.30
Thursday, May 22.							
Japan & America	Kasuga Maru	19.30	..	..	..	..	19.00
Japan Ports	Kasuga Maru	..	17.00	..	..	..	..
Friday, May 23.							
Japan, H'lulu, Canada, U.S.A. and Europe, via U.S.A.	Colombia	..	17.00	..	..	..	17.00
Japan, Canada, U.S.A. & E'pe,	Colombia	17 00	..	..	..	..	16.30
Saturday, May 24.							
Swatow, Hongkong & Canton	Choysang	22.00	..	..	..	..	22.00
Monday, May 26.							
N'saki, H'lulu, Canada, U.S.A. & Europe via Canada	Shinyo Maru	..	13.00	..	..	..	12.00

*Parcel only

A Parcels 9:30 a.m.
D Letters and boxes with declared value 11:30 a.m.; parcel post and money orders 11 a.m.
E Registered articles 6 p.m. on previous day.

The Chinese Post Office will close two mails daily for Tsinan, Tientsin, Petking, etc.

a.—at 21 for S.N.R. 23 o'clock train
b.—at 7 for S.N.R. 7:55 o'clock train

Mails closed by 7:55 train should reach Tientsin only 46 minutes later than those closed for the previous night's train.

Departures

Date	For	Ship's Name	Flag Agents
May 17 —	Hongkong & Canton	Kwangtah	Chi. C.M.S.N. Co.
May 17 —	Wenchow	Kwangchi	Chi. C.M.S.N. Co.
May 17 —	River ports	Tuckwo	Br. J. M. & Co.
May 17 —	River ports	Ngankin	Br. B. & S.
May 17 —	River ports	Yohyang Maru	Jap. N.K.K.
May 17 —	Keelung, etc.	Shinno Maru	Jap. O. S. K.
May 17 —	Manila	Westvaca	Am. P.M.S.S. Co
May 17 —	Tientsin, etc.	Kwangping	Chi. K.M.A.
May 17 —	•Japan	Kumano Maru	Jap. N. Y. K.
May 17 —	W'wei, Chefoo, T'tsin	Fengtien	Br. B. & S.
May 17 —	Wakamatsu	Taigen Maru	Jap. S.T. Co.
May 17 —	Vladivostok	Tungus	Rus. S.H. & Co.
May 17 —	Tsingtao	Kwangse	Br. B. & S.
May 17 —	Dairen	Kobe Maru	Jap. S.M.R.
May 17 —	Ningpo	Taishun	Chi. C.M.S.N. Co.

Shipping Items

The I.-C. s.s. Loongwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Luenyi left Hankow for Shanghai on Thursday.

The N.K.K. s.s. Nanyang Maru left Hankow for Shanghai Thursday.

The C.N. s.s. Sunning left Hongkong for Shanghai on Thursday.

The H.O. s.s. Tehhsing left Hankow for Shanghai on Thursday.

The C.M. s.s. Kiangfoo left Hankow for Shanghai on Friday.

The C.N. s.s. Woosung left Hankow for Shanghai on Friday.

The N.K.K. s.s. Tafoo Maru left Hankow for Shanghai on Friday.

The C.N. s.s. Tungchow left Tientsin for Chefoo, Weihaiwei and Shanghai on Thursday.

The C.M. s.s. Kiangyu left Hankow for Shanghai yesterday.

The N.Y.K. s.s. Talee Maru left Hankow for Shanghai yesterday.

The P. and O. s.s. Neuralia will be despatched for London and Marseilles via Suez on May 22.

The P. and O. s.s. Dilwara with mails for Europe, will sail for Bombay via Hongkong, Singapore and Colombo tomorrow. The tender with passengers and mails will leave the Customs Jetty at 11 o'clock in the morning.

The I.-C. s.s. Luenho will leave Hankow for Shanghai today.

The C.N. s.s. Chenan will leave Hongkong for Shanghai today.

The C.N. s.s. Shuntien will leave Tientsin for Chefoo, Weihaiwei and Shanghai today.

The Blue Funnel s.s. Euryades, from Liverpool, left Singapore for Hongkong and Shanghai on Monday.

The S.M.R. s.s. Sakaki Maru is due in Shanghai from Dairen tomorrow and will sail for the same port on Tuesday. The tender with passengers will leave the Customs Jetty at two o'clock in the afternoon.

The P.M. s.s. Westvaca left Shanghai for Manila yesterday.

The R.V.F. s.s. Mongugai left Shanghai for Vladivostok via Nagasaki yesterday.

The C.P.O.S. s.s. Empress of Asia arrived at Woosung from Vancouver yesterday morning and will sail for Hongkong via Manila, early this morning.

The I.-C. s.s. Suiwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Poyang will leave Hankow for Shanghai tomorrow.

The N.K.K. s.s. Suiyang Maru will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Kiangyung will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Chungking will leave Hankow for Shanghai on Tuesday.

The N.K.K. s.s. Fengyang Maru will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Sinkiang will leave Hongkong for Shanghai on Tuesday.

The C.N. s.s. Shengking will leave Tientsin for Chefoo, Weihaiwei and Shanghai on Tuesday.

Sailed from Shanghai

For San Francisco		
Cadaretta	Apr.	13
Tancred	Apr.	16
Satanta	Apr.	17
Astral	Apr.	18
China	Apr.	25
Ecuador	Apr.	27
Tenyo Maru	May	10
For Tacoma		
Arabia Maru	Apr.	15
Manila Maru	Apr.	16
For Seattle		
Suwa Maru	May	9
For Vancouver		
Monteagle	Apr.	11
Bessie Dollar	Apr.	18
Melville Dollar	Apr.	24
Empress of Russia	May	10
For New York Via Panama		
Lowther Castle	Apr.	19
For London, etc.		
Cardiganshire	Apr.	13
Iyo Maru	Apr.	14
City of Bristol	Apr.	15
Laomedon	Apr.	17
Bassano	Apr.	18
Carnarvonshire	Apr.	19
Chifuku Maru	Apr.	24
Somedono Maru	Apr.	26
Nellore	Apr.	25
Atsuta Maru	Apr.	29
Peleus	May	3
Glengyle	May	4
Carmarthenshire	May	10
Shidzuoka Maru	May	12
For Liverpool		
Telamon	Apr.	17
Pakling	May	11
For Marseilles		
Luzon Maru	Apr.	13
Paul Lecat	May	10
For Odessa		
Mylie	Apr.	24
For Bombay		
Dunera	Apr.	10
Toyo Maru 2	Apr.	20
Hejaz	Apr.	26
For Java		
Tjiliwong	May	9
For Saigon		
Balestrand	Apr.	13
For New Castle (Australia)		
Hwahting	Apr.	9

Launch Services

TOMORROW

The tender conveying passengers and mails on board the P. and O. s.s. Dilwara will leave the Customs Jetty at 11 a.m.

Tuesday, May 20, 1919.

The tender conveying passengers and mails on board the S.M.R. s.s. Sakaki Maru will leave the Customs Jetty at 2 p.m.

Friday, May 23, 1919.

The tender conveying passengers and mails on board the R.V.F. s.s. Simbirsk will leave the Customs Jetty at 3 p.m.

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

STOCK	Closing Quotations
Banks	
H. K. and S. B.	$625
Chartered	£80 CNI
Russo-Asiatic	Tls. 250
Marine Insurances	
Canton	$500 S.
North China	Tls. 220 B.
Union of Canton	HK $1120
Yangtsze	$232 B.
Far Eastern Ins. Co., Ltd.	Tls. 24
Fire Insurances	
China Fire	$160
Hongkong Fire	$330
Shipping	
Indo-China Def	
Indo-China Pref.	$160
"Shell"	
Shanghai Tug (o)	172/6 B.
Shanghai Tug (f)	Tls. 32½
	Tls. 37½ B.
Mining	
Kaiping	Tls. 10½ B.
Oriental Cons	21/–
Taub	$2½ B.
Docks	
Hongkong Dock	$153
Shanghai Dock	Tls. 127
New Eng. Works	Tls. 23½
Wharves	
Shanghai Wharf	Tls. 85½ B.
Hongkong Wharf	$97 x R S.
Lands and Hotels	
Anglo-French Land	Tls. 75 B.
China Land	Tls. 50
Shanghai Land	Tls. 67 B.
Weihaiwei Land	Tls. 3
Shanghai Hotels Ltd.	Tls. 16½ B.
China Realty (ord.)	Tls. 68
China Realty (pref.)	Tls. 50
Cotton Mills	
E-wo	Tls. 220 B.
E-wo Pref	Tls. 97
Laou-kung-mow	Tls. 170 B.
Oriental	Tls. 85 B.
Shanghai Cotton	Tls. 173 B.
Kungyik	Tls. 33½ B.
Yangtszepoo	Tls. 10½ B.
Yangtszepoo Pref.	Tls. 90
Industrials	
Butler Tiles	Tls. 38
China Sugar	$157 S.
Green Island	$74 B.
Langkats	Tls. 18½ CNI
Major Bros	Tls. 5 [B.
Shanghai Sumatra	Tls. 115
Stores	
Hall and Holtz	$12½ B.
Llewellyn	$30
Lane, Crawford	$98
Moutrie	$32
Watson	$6 B.
Weeks	$12 B.
Rubbers (Local)	
Alma	Tls. 8½ S.
Amherst	Tls. 0.50
Anglo-Java	Tls. 7½ B.
Anglo-Dutch	Tls. 3 B.
Ayer Tawah	Tls. 20 B.
Batu Anam 1918	Tls. 0.80 B.
Bukit Toh Alang	Tls. 2 B.
Bute	Tls. 0.85
Chemor United	Tls. 1
Chempedak	Tls. 7½
Cheng	Tls. 2.10
Consolidated	Tls. 2½ B.
Dominion	Tls. 6
Gula Kalumpong	Tls. 5½ B.
Java Consolidated	Tls. 13.90
Kamunting	Tls. 5½
Kapala	Tls. 0.30 B.
Kapayang	Tls. 10
Karan	Tls. 8½
Kota Bahroe	Tls. 5½
Kroewoek Java	Tls. 11½ B.
Padang	Tls. 10
Pengkalan Durian	Tls. 4½ B.
Permata	Tls. 2½
Repah	Tls. 0.80 B.
Samagaga	Tls. 0.70 B.
Seekee	Tls. 1
Semambu	Tls. 0.92½
Senawang	Tls. 8½
Shanghai Kiebang	Tls. 0.60
Shanghai Malay	Tls. 6
S'hai Malay pref.	Tls. 8
Shanghai Pahang	Tls. 1 B.
Sungala	Tls. 1,
Sungei Duri	Tls. 8½
Sua Manggis	Tls. 4
S'hai Kalantan	Tls. 0.50
Shanghai Seremban	Tls. 0.50 B.
Taiping	Tls. 1½
Tanah Merah	Tls. 0.90
Tebong	Tls. 13 B.
Ulobri	Tls. 2½
Ziangbe	Tls. 3½ B.
Miscellaneous	
C. I and E. Lumber	Tls. 250 n.
Cuity Dairy	Tls. 13 B.
S'hai Elec. and Asb.	$3
Shanghai Trams	Tls. 78 B.
Shanghai Gas	Tls. 21½
Horse Bazaar	Tls. 33
Shanghai Mercury	Tls. 25
Shanghai Telephone	Tls. 80 B.
S'hai Waterworks	Tls. 150 B.

S. Sellers. Sa, Sales. B. Buyers.

Benjamin & Potts, 8 Jinkee Road

Telephone No. Central 296

Mail Notices

MAILS CLOSE

For U.S. Canada and Europe:
Per P.M. s.s. Colombia ....May 23

For Japan:
Per N.Y.K. s.s. T'shima M. May 20

For United Kingdom
•Per B. & S. s.s. Lycaon ..May 20

For Europe
Per P. and O. s.s. Dilwara ..May 19

MAILS DUE

From U.S. and Canada
Per P.M. s.s. Venezuela ..May 30
•Parcels only to be sent by the s.s. Lycaon.

Business and Official Notices

In the United States Court for China

In re Estate of IRENE MURRAY, *Deceased.* — *Cause No. 778* *Estate No. 294* NOTICE.

To the heirs and all others interested in the estate of the above named deceased:

NOTICE is herby given, pursuant to an order of said Court, that a hearing on the petition for the appointment of an administrator, and the issuance of letters of administration, of the estate of the above named deceased, will take place on Monday, May 19, 1919, at 10:00 a.m., in the Court Building of the United States Court for China.

WILLIAM A. CHAPMAN,
Acting Clerk.

Shanghai, China,
May 18, 1919.

23618

In the United States Court for China

In re Estate of ABAGAIL A. SUTTERLE, *Deceased.* — *Cause No. 751* *Estate No. 284* NOTICE

NOTICE is hereby given to all parties interested that the undersigned has been appointed Administrator of the above named decedent's estate; that all persons having claims against the said estate are required to present the same for payment, with vouchers, to the undersigned on or before November 18, 1919, and all persons owing the said deceased are required to make payment to the undersigned.

FREDERICK W. SUTTERLE,
Administrator,
24-A, Kiangse Road,
Shanghai, China.

May 18, 1919.

23619

S.S "HAROLD DOLLAR"

The S.S. "Harold Dollar" is now discharging her cargo at the Robert Dollar Company, Pai Lien Ching Wharf. Consignees are requested to send in their Bills of Lading for countersignature and take delivery of their goods. All claims against this steamer must be sent in within ten days after completion of the steamer's discharge or they will not be recognised. All risk of fire at the wharf to be borne by the consignees of the goods. Examination of damaged cargo will take place at the wharf on Monday, May 26th at 10 a.m.

The Robert Dollar Company

23633

SEND 75 DOLLARS
FOR A RELIABLE TYPEWRITER
Smith Premier or Remington
Also Cheaper Machines
Packed and Delivered Shanghai
Write for Bargain List S.D.P.
British Ribbons and Carbons at Trade Prices.
TAYLORS, 74, CHANCERY LANE,
London, W.C. 2, England.

NOTICE

We regret to inform our Customers and the General Public that, owing to the embargo placed on the Export of Butter by the Australian Government, we are out of stock of "DAISY" BRAND Butter. We are, however, able to supply our "MEADOW" BRAND which is an excellent first-grade Fresh Butter, now obtainable from all leading Storekeepers, in one-lb. pats.

GEDDES & CO., LTD.
IMPORTERS
5, Peking Road Tel. C. 346

SHANGHAI ROWING CLUB

Spring Regatta at Henli
May 31st and June 1st, 1919.

PROGRAMME.

Saturday
- International Junior Pairs
- International Fours
- Sailing Race
- Motor Boat Race

Sunday
- Motor Boat Race
- International Pairs
- Club Fours
- Junior Sculls
- Sailing Race
- International Eights
- Sampan Water Polo
- Junior Senior Fours
- Motor Boat Race

Special train arrangements will be made for members and visitors.

Houseboat Moorings

Members and Visitors requiring houseboat berths are requested to make early application to the undersigned.

Stations will be allotted in the order in which applications are received.

By order of the Committee.

T. R. MACDONALD,
Hon. Secretary.

23632

NOTICE

As of this date I have resigned my position as General Manager for China of The Klauber Trading Corporation, and have joined Messrs. Sawyer, Candee and Co., Inc., of New York, as General Manager for the Far East, with offices at No. 68 Kiangse Road.

B. F. BROWN.

Shanghai, May 15th, 1919.

23627

LOST

Two interest passbooks, issued by the Commercial Bank of China; one No. 35818 to 35827 inclusive, for Taels 500, ten shares, in the name of Siao Kia Kee (蕭嘉記), and the other Nos. 39873 to 39876 inclusive, for Taels 200, four shares, in the name of Siao Kia Hop Firm (蕭佳合號).

Tme public are bereby warned against negotiating the same, as they have been declared null and void at the aforesaid Bank, and the case has been laid before the Mixed Court.

Advertisements are also appearing in the Shun Pao and Sin Wan Pao.

SIAO KIA KEE & SIAO KIA HOP
(蕭嘉記與蕭佳合同謹白)

Shanghai, May 17, 1919.

23609

Announcement to Silk Dealers

We beg to bring to the notice of silk dealers that our factory established at Shaoshing since 1896, and trading under the well-known chop "Two Gods," is now compelled to stop working owing to the extensive improvements and repairs which we are making to the building and machinery of the failature. We will inform our customers as soon as we are able to recommence working, and to offer our best quality of silk.

LUI YEN CHAR,
Manager of the "Two Gods"
Filature, Shaoshing, China.

23603

Municipal Notification
No. 2602.

7% LOAN 1919
Price of Issue until further notice 95 per cent.

Under the authority of Resolution V passed at the Annual Meeting of Ratepayers on April 9, 1919, the Council hereby invites applications for debentures in the 7 per cent Loan of 1919.

The debentures in this issue will bear interest from the date of purchase at the rate of 7 per cent per annum payable on June 30 and December 31 in each year.

They will be issued at 95 per cent until further notice and will be redeemed on December 31, 1929.

The scrip will be issued in denominations of Tls. 1,000, Tls. 500 and Tls. 100 to suit the convenience of applicants.

Application forms can be obtained from the Treasurer, Finance Department, 24B Kiangse Road, to whom all enquiries should be addressed.

By order,
N. O. LIDDELL,
Secretary.

Council Room,
Shanghai, April 12, 1919.

22364

HIRANO WATER
Reynell's
AT ALL HOTELS
AT ALL CLUBS
PURITY
GUARANTEED
GARNER, QUELCH & CO.

LUNCH AT SULLIVAN'S
EVERY DAY
11.30 until 2 p.m.
Excepting Sunday. American style

The International Recreation Club.

KIANGWAN RACE

23rd MEETING
24th May, 1919.
(SATURDAY)

1st Saddling Bell at 1.30 p.m. Sharp.

ENTRIES.—Close on Monday, 19th May, 1919, at 7 p.m. at the Club House, 126 Bubbling Well Road.

ENTRY FORMS. — May be obtained upon application to the undersigned.

By Order,
Y. S. DAY,
Secretary.

23585

Dr. med. F. T. Kiang
Physician and Surgeon

(Formerly Assistant at the Surgical University Clinic of Berlin)
Specialist in veneral diseases.
Office: 85 Szechuen Road.
Consultation Hours: 2-4 p.m.
Telephone: No. C. 3844.

FOR SALE

A number of very fast and medium-speed Motor-boats, also a motor tow-boat.
For particulars apply:
WRIGHT & BELYEA,
8 North Honan Road.

22240

CHEAP SALE
40% DISCOUNT
OFF ALL GOODS
For Four Weeks Only
GOLD, SILVERWARE, JADES
Gems and other precious Stones
SING FAT & CO.
143A Kiangse Road

22235

Shanghai Garage Company, Ltd.
(owning and operating the Star and Eastern Garages).

Mr. Leon Friedman has been appointed General Manager, and Mr. Max Friedman, Sales Manager, of the above Company.

J. E. INCH,
Director.

Head Office, 125 Bubbling Well Road

23594

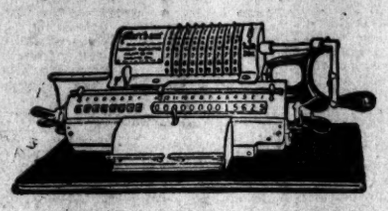
Business and Official Notices are Continued on Page 17

FOR BRITISH AND AMERICAN
METALS, HARDWARE & SUNDRIES
PHONE OR WRITE TO
W. Z. ZEE & SONS
BROADWAY-SHANGHAI PHONE: NORTH 1468

STOP WORRYING OVER FIGURES

Did you ever think of the time and mental strain you waste on figures?

If you can be relieved of this strain and 50% of your figuring time saved for Five Taels a month, is it not worth considering?



Let us put a MARCHANT in your Office for a week or two on trial at no expense to you. Let us show you how to stop the figure worries.

THE OFFICE APPLIANCE CO.
Phone: Central 4778
SPECIALISTS IN OFFICE EQUIPMENT
22 Nanking Road, Shanghai
Cable Add.: Mackbauck

NOTICE

We hereby give notice that we have granted General Power of Attorney, to Mr. J. P. Haworth, who will sign our Company per procuration as and from this date.

CHINESE-AMERICAN CO.,
B. Atwood Robinson, President.

Shanghai, 8th May, 1919.

23590

CODE BOOKS
JUST ARRIVED

Bentleys Phrase Code	$25.00
Western Union Code	30.00
A. B. C. 5th Edition Code	25.00

Chow Tzu Kong, Bookseller,
111, Szechuen Road.

23512

Prof. J. K. Seto
Turkish Bath and Massage Establishment
25 N. Szechuen Road, Shanghai.
Tel. North 2768

POLISH FETE

In aid of Destitute Poles
Under the Patronage of the Allied Consuls
Cercle Sportif Francais
May 23rd, 9.30 p.m.

23596

Dr. James Yuking's
Office for Venereal Diseases is now removed to 73 NANKING ROAD.
Hours: 10 a.m. to 5 p.m. daily and by appointment.
Special consideration to men in uniform.

Amusement Advertising will be found on Page 19

SITUATION VACANT

BOOKKEEPER and office manager wanted. Must be a thoroughly experienced bookkeeper, capable of running a complete set of books without supervision. A man with good experience in import business in so far as bookkeeping and office management is concerned will be given preference. Apply by letter, giving full details as to qualifications, age, nationality, etc., to Box 181, THE CHINA PRESS.

23628 M. 18

STENOGRAPHER and typist wanted, must be experienced and have good knowledge of general office work. Apply by letter, giving full details as to qualifications, nationality, etc., to Box 182, THE CHINA PRESS.

23628 M. 18

WELL furnished single or double bedroom, with bathroom, without board, 9 Ezra Road, top floor.

23620 M. 18

TO LET, well-furnished room in Western district, opposite Race Course. Apply 78 Bubbling Well Road.

23624 M. 24

WANTED, stenographer for outport, American preferred, experience not absolutely necessary, to take dictation and type. Reply to Box 176, THE CHINA PRESS.

23614 M. 20

WANTED: American firm wants competent lady stenographer. State experience and salary expected. Apply to Box 155, THE CHINA PRESS.

23562 M.18.

WANTED by an American Corporation from 1st July, for 4 or 5 months (with possibility for permanency), good all-round import man with knowledge of metals, hardware, sundries, etc. Capable of superintending department. Send references and state salary required to Box 151, THE CHINA PRESS.

23558 M.20.

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

APARTMENTS

14-15 Quinsan Gardens
One large front room to let, with full board, to couple or to bachelor. Telephone North 482.

Connaught House
8 Quinsan Gardens
Board-Residence
Terms moderate.
Apply Mrs. POLLOCK.

TO LET

Well-furnished rooms, bathrooms and verandahs attached, hot and cold water. Kitchen under personal supervision.
70 and 72 Bubbling Well Road.

22207

TO LET, central, near Bund, a cool airy cheerful single attic bedroom; good board and attendance, elevator and phone, $75. Apply to Box 141, THE CHINA PRESS.

23534

TO LET, a large well-furnished room with board, near Country Club. Apply to Box 184, THE CHINA PRESS.

23630 M.18.

TO LET one nice big furnished room with board, in private family. Terms moderate. Central district. Apply to Box 186, THE CHINA PRESS.

23685 M.24.

TO LET, in good central location, a well-furnished double bedroom, excellent board and attendance. Private bathroom. Apply at 103, Szechuen Road, 3rd floor.

23534

FOR RENT, from June 1st, unfurnished flat, near French Park: four large rooms, verandah, kitchen, servants' quarters, etc. Apply to Box 150, THE CHINA PRESS.

23555

MELBOURNE HOUSE: To let with board, double and single rooms in British home. Terms moderate. 12A Quinsan Gardens.

23610 M. 18

TO LET, a portion of the northern part of The New World's building. Suitable for hotel, restaurant or other big concerns. For particulars, apply to The New World.

23604 M. 22

TO LET, for Taels 35, two large rooms with kitchen, bath and servants' rooms. Apply to N-416, Avenue Joffre.

23612 M. 20

TO LET, unfurnished flat in Young Allen Terrace, consisting of two large rooms, big verandah, bathroom and kitchen. Very cool in summer. Please apply to Box 164, THE CHINA PRESS.

23583 M. 18

CENTRAL, to let, with board, one large double room, with bathroom attached, south aspect. Apply Mrs. Benn, 9 Hankow Road, top floor.

23593

TO LET, room and board, 6 Wayside Road. Madame Autoinette.

23456 M.20.

TO LET, four or five rooms, a bathroom, a kitchen, and wide verandahs. Apply to 41 Range Road.

22370

TO LET with board, large newly furnished flats, and single rooms with private bathrooms attached. All modern conveniences, tennis court, garage, stabling and telephone. Apply to Box 32, THE CHINA PRESS.

LOST

LOST, between Szechuen Road, Kiukiang Road and Race Course, small, black patent-leather bag, containing two pairs eye-glasses, three small purses, owner's cards, etc. Reward for return to A230 Szechuen Road.

23622 M. 18

Classified Advertisements are Continued on Page 17

OFFICES, ETC., TO LET

OFFICES to let, new buildings 14 and 16 Canton Road; entire ground-floor and all second-floor, No. 16; one half ground-floor and all second-floor, No. 14. Will divide to suit tenants' requirements. Apply premises or J. T. Hammond, 51 Szechuen Road.

22355

LARGE, bright godown, second floor, Central district. Immediate occupation. Apply to Box 246, THE CHINA PRESS.

22354

APARTMENTS WANTED

WANTED, furnished room, with bath and board, in private English-speaking family, around Quinsan Garden, Haskell or Dixwell Roads. Apply to Box 178, THE CHINA PRESS.

23621 M. 18

WANTED, bachelor's apartment, Quinsan Gardens preferred. No boarding houses. Apply to Box 165, THE CHINA PRESS.

23580 M. 18

EDUCATIONAL

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Magazine and Automobile Section of The China Press, Sunday, May 18, 1919

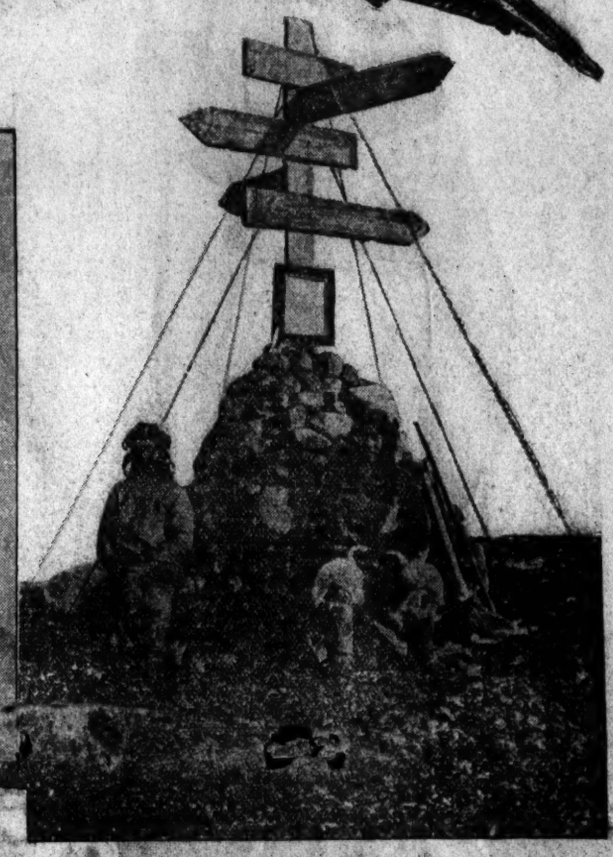
An Aeroplane Race to the North Pole

Diagram Showing the Prospective Courses of the Two Aeroplane Expeditions to the North Pole. The American Party Under Captain Bartlett Will Fly from Etah to Cape Columbia in Small Planes and from Cape Columbia to the Pole in a Larger One. The English Expedition Starts from Spitzbergen.

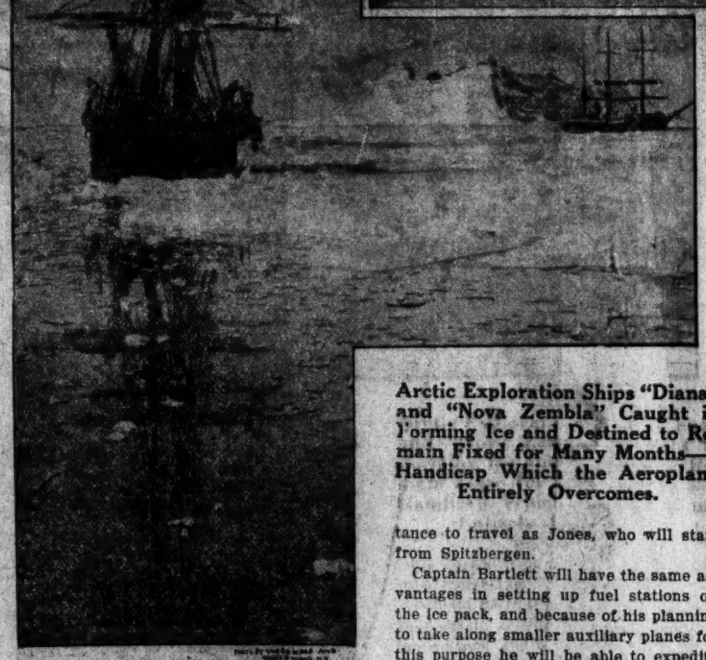
The Race Will Be Almost Equal As, Although Cape Columbia Is 490 Miles from the Pole As Against 950 Miles from Spitzbergen, the Distance from Etah to Cape Columbia Is 335 Miles—Making the Competitive Courses 825 Miles for the Americans and 950 Miles for the Britons.

How Captain Bartlett, American Explorer, and Captain Jones, Briton, Plan to Re-Conquer from the Air for Science the Long Sought for and Only Just Touched "Farthest North"

The Only Photograph Ever Taken of the North Pole. This Remarkable and Naturally Unique Picture Was Photographed by Admiral Peary When He Reached the Pole on April 7, 1909. The Five Figures Are the Four Eskimos and Henson, Who Accompanied Him. The Stars and Stripes Are Draped Over the Snow and Ice Mound Reared As a Commemorative Cairn. Photograph from "The North Pole; Its Discovery in 1909," by Admiral Peary. Published by Frederick A. Stokes Company, New York. Copyright 1909 and 1910 by Robert E. Peary, Copyright 1910 by Frederick A. Stokes Co.



The Permanent Monument Erected at Cape Columbia to Mark the Point of Departure and Return of Admiral Peary's Successful North Pole Sledge Party. From This Point the Second Lap of the American Aerial Expedition Will Begin. Photograph from "The North Pole; Its Discovery in 1909," by Admiral Peary. Published by Frederick A. Stokes Company, New York. Copyright 1909 and 1910 by Robert E. Peary, Copyright 1910 by Frederick A. Stokes Co.



Arctic Exploration Ships "Diana" and "Nova Zembla" Caught in Forming Ice and Destined to Remain Fixed for Many Months—a Handicap Which the Aeroplane Entirely Overcomes.

Photograph Illustrating Another Handicap of Polar Exploration Done Away with by the Aeroplane. A. Fiala, the Famous Explorer, Passing Over Arctic Ice Wastes with Dog Teams. Copyright 1906 by A. Fiala.

CAPTAIN ROBERT BARTLETT'S aeroplane flight to the North Pole—a project being financed by the Aero Club of America—has so excited the interest of famous explorers and aviators, both here and abroad, that a competitor has been drawn into the field in the person of Captain Salisbury Jones, of the British Northern Exploration Company.

With the United States represented by Captain Bartlett, and Great Britain by Jones, the air voyage to the pole develops into a race of international interest, with a distinct sporting aspect and with special appeal to the national pride of the two respective countries.

Making the first descent from the air at this coveted point, appeared in December certain of achievement by Captain Bartlett, thus assuring to the United States the double honor of discovery by sea and from the air.

But which of these two intrepid explorers will be the first to divide honors with Admiral Robert E. Peary is now a matter of greatest uncertainty. As yet reports from Great Britain on this subject are meagre. Outside of the fact that Jones will fly from Spitzbergen there has been no other information divulged. No doubt secrecy is being maintained, with the idea that he who is forewarned is forearmed.

The British Northern Exploration Company will doubtless make use of the big Handley-Page type of machine for the flight. The first successful trip from England to India was recently accomplished in one of these machines. Announcement of this fact was made officially by the Air Ministry on January 16.

Just how great the cruising radius of this aeroplane may be is not known with any degree of certainty, but in any event it need not exceed fifteen hours for polar work. Spitzbergen lies about 450 miles off the Norwegian coast, so, crediting one of these craft with a speed of from 90 to 100 miles an hour, it may readily be seen that a sizeable surplus of gasoline could be transported and stored on the island.

It might take some time to accumulate an appreciable reserve, since it would necessitate frequent round trips from the Norwegian mainland, but it would hardly require more than a week, providing one flight could be made every day.

If the dash to the Pole were started from the southern coast of Spitzbergen it would require a flight of some 900 miles. The round trip would, therefore, be 1,800 miles. It is not likely that Great Britain has any machines of sufficient size to carry fuel and equipment for such a trip without making a stop. But this would not be necessary. There are less than two hundred miles of open water between Spitzbergen and the ice pack which surrounds the Pole. It would be a simple matter to establish fuel stations at intervals on the ice floes, and it would not be difficult to locate these points from the air.

The flying distance to the pole is approximately the same for both men, with a slight advantage in favor of Captain Bartlett. The American expedition will travel by boat to Etah on the western cost of Greenland, near Smith Sound. From there small scouting planes will be sent to Cape Columbia, the northernmost point of Grant Land, where a base will be established and a large supply of fuel stored.

The trip from Etah to Cape Columbia, via the air, is less than 350 miles.

From Cape Columbia to the Pole is 490 miles.

After the base has been set up at Columbia, Captain Bartlett will make his flight in a large flying boat, which is now being constructed. Thus starting from Etah he will have about the same distance to travel as Jones, who will start from Spitzbergen.

Captain Bartlett will have the same advantages in setting up fuel stations on the ice pack, and because of his planning to take along smaller auxiliary planes for this purpose he will be able to expedite the work and save the wear and tear on the larger machine.

The project of the Aero Club of America, however, is no mere spectacular undertaking, with no other end in view than the mere reaching of the Pole by the air route. After the Pole is touched the machine will not be turned back, but will keep straight on across the Arctic basin to Cape Chelyuskin on the Siberian coast, a total distance of about 1,400 miles from Cape Columbia. The Bartlett party will no doubt remain in the polar regions for several years carrying on scientific investigations.

Commenting on his plans, Captain Bartlett said:

"We want to map out that territory from the Arctic map which is marked 'unexplored.' We ought to take three years to make a thorough job of it and it can't be done in much less than two. There is a tremendous amount of territory in this region of which we know little except what we hear of from whalers and a great vast expanse of which we know nothing at all. With machines and money and men we can remain in this region and find out just what is there.

"We shall set up a base at Cape Columbia, then fly across the pole to Cape Chelyuskin and later establish a third at Wrangel Island near the Bering Straits. With these three bases a triangle would be formed which would include most of the unexplored region. Then with our big flying boat and smaller scout planes and dog sledges we could thoroughly cover this whole section lying within the boundaries of the triangle."

Further details are supplied by Alan R. Hawley, president of the Aero Club of America in the following statement:

"It is most amazing to find that for a period of the year in the Arctic regions the weather is not as cold as it is in New York during the months of October and November, and that the plan to fly across the top of the earth would be a comparatively easy thing to do.

"There are six weeks of fair weather in July and August when even in the Polar regions it is seldom lower than sixty degrees above zero. The plans are to have a ship go to Etah in June, when the ice is sufficiently broken up to permit the vessel to cross to Melville Bay. The ships would carry a large seaplane for the flight across the top of the earth and for exploration of the unexplored polar regions, as well as smaller planes for scouting flights.

"Immediately upon arriving at Etah, a base would be established and, while waiting for the ice to break up further north to permit the ship to go as far north as Cape Columbia, the small planes would fly to Cape Columbia and establish a base there for the large plane.

"For the six weeks after the middle of July, when the weather conditions are best for flying in the polar regions, the large plane as well as the small planes will be put into service and the important work of the expedition will be done.

"Results of inestimable value to the United States and to science will surely be obtained from this expedition. There is no doubt whatever that this expedition can survey, explore and photograph the unexplored parts of the Arctic and establish the existence or non-existence of land or lands in that region. The upper air and the bottom of the ocean basin will be explored.

"The North Pole has been discovered of course by Admiral Peary, but the major part of the work remains to be done.

"Both Admiral Peary and Captain Bartlett want to do a great deal of scientific research in the polar basin, which covers one million square miles, and they will have a laboratory on board the flying boat where the flora and fauna from the ocean bottom will be kept until the machine returns to its base. Little or no data has been obtained from the polar basin. No meteorological surveys have been made."

The plan of reaching "Farthest North" by means of aeroplanes was conceived by Real Admiral Robert E. Peary, and ever since he returned from his successful trip to the pole he has been devoting a great deal of his time and thought to the subject. He proposed the plan over two years ago to the Aero Club of America and this organization has fostered the idea and appointed a committee to investigate the scheme thoroughly. These men were: Rear-Admiral Peary, Alan R. Hawley, Henry A. Wise Wood, Henry Woodhouse, Rear Admiral Bradley A. Fiske, John Hays Hammond, Rear Admiral William N. Little, Professor Charles L. Poor, Colonel E. Lester Jones, U. S. A., Major Cushman A. Rice, U. S. A., and Augustus Post.

The project will be known as the Roosevelt memorial expedition, which the officers of the club explain is fitting that this tribute be paid the former President, as it was he who gave Rear-Admiral Peary leave of absence to head the expedition which discovered the pole. Colonel Roosevelt was also one of the first patrons of aeronautics. Any land that is discovered will be named "Roosevelt Land."

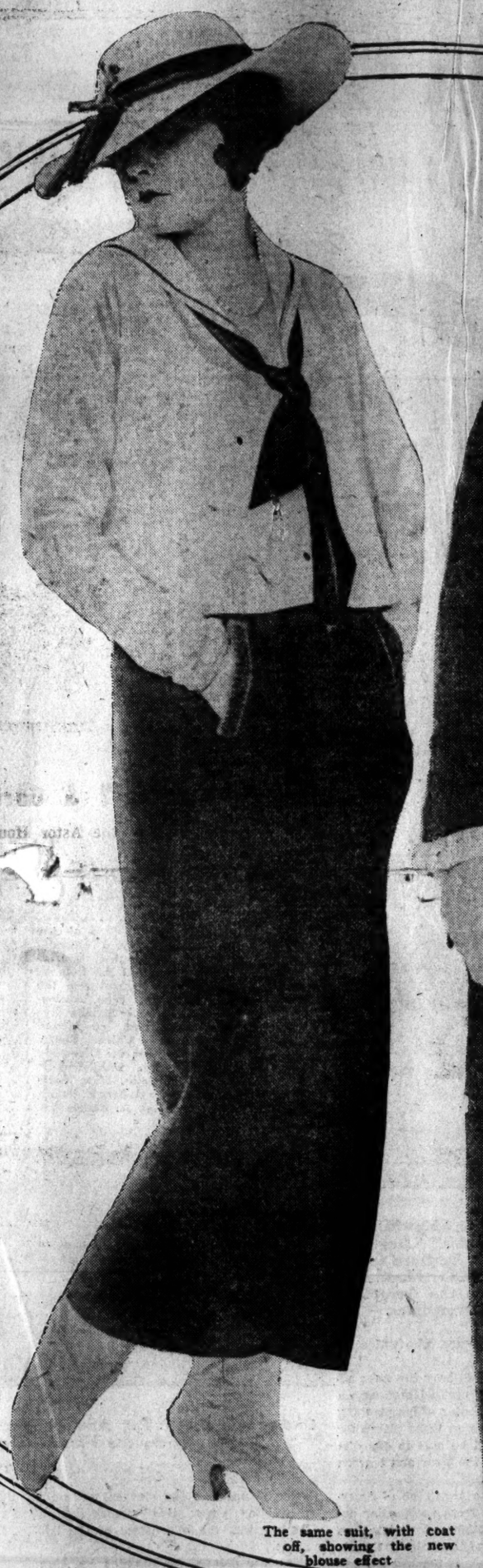
The cost of the expedition, which will be about $250,000, will be defrayed by the club, and this amount has already been subscribed by various members.

At the present writing no information can be had as to the type of machine, its size, horsepower, or the number of men who will accompany Captain Bartlett. It is said, however, that a flying boat will be used instead of a land machine. It has been determined that this type will afford greater utility since during the months when flying conditions are favorable there is a great amount of open water and landing can be made with greater safety with the hydroaeroplane design.

The New Sport Suits

By Lady Duff-Gordon

Sport suit of Oxford grey, with cuffs and collar of emerald silk.
("Lucile" model)



The same suit, with coat off, showing the new blouse effect

A sport suit of dashing lines, with striking black and orange silk touches, and an original hat.
("Lucile" model)

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women. Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York City, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff-Gordon
("Lucile")

TO-DAY I am showing you new sport suits. They were never smarter, never a more excelent foil or frame for the beauty of the wearer. Never were the colors more challengingly sports-like.

To the costume which is reproduced on the large right-hand figure I have fit the name "Safe on Third." It is of flannel of a tobacco-brown shade. The lining of the coat is of broad stripes of black and orange silk. The blouse is of the same flamboyant stripes, of differing width, as the coat lining. The high belted skirt, with fulness gathered in chiefly at the hips, has small, shallow pockets, outlined by a row of silver buttons. The hat is of brown flannel, as to the high crown and patent leather as to its visor. The boots are of patent leather, with drab uppers.

Of Oxford gray knitted cloth is the suit displayed in the small left-hand figure, "The Top Hole." This is of narrowed skirt, the front breadth being finished by a stitched fold. The collar and cuffs have turned-back facings of emerald green silk. The short, semi-smock coat, graduating from the back to a slightly shorter length in the front, has a high belt with short sash ends on the left side. The cutout front and the cuffs and sash ends are trimmed by a border of wide soutache braid. The drab felt hat, drooping at the back and sides, has a band finished by a knot and brim-reaching ends of olive green ribbon.

The small middle figure shows the white flannel blouse worn with same Oxford gray knitted cloth suit. Upon the wide, low-cut sailor collar is stitched an inch from the edge a half-inch wide flat band of brilliant orange silk. With this a black satin four-in-hand is worn. Without the concealing coat the pockets of the skirt are also shown. Their facing of emerald green satin is visible, restrained and subdued by the black soutache bands outlining the pockets.

Paris Executes A Revolution In Summer Hats

Plumage And Frills To Embellish Feminine Headgear This Year For Those Who Would Be In Fashion

By Sara Marshall Cook

Queer little kingdoms tucked away here and there in Europe have not acquired the sole right to revolution! While gentlewomen do not like upheavals with relation to national boundary lines, it is a different thing when the revolt pertains to headgear. A revolution without bloodshed has taken place in millinery circles!

Hats had reached the point where they were drab and uninteresting. Now a fresh impetus and a new interest have been given to millinery because of the changes that have taken place.

Hats that were quite naked have taken unto themselves all sorts and kinds of trimmings. This is the first season since the starting of the great war that much decoration has been used. Heretofore simple hats, oftentimes without any other ornamentation than a buckle, a cabochon or, perhaps, a useful hatpin as the only adornment, were worn.

The severity of the plain hat is a thing of the past! This change is worth rejoicing over because the monotony of our millinery was beginning to pall. We had practically reached the point where we began to look upon our hats merely as head coverings rather than things of beauty.

There is no material which Paris milliners have hesitated to lay their hands upon, and they have used these materials with an abandon that makes one wonder where it will end. Milliners are absolutely revelling in ribbons, and the designers of ribbons are even more inventive than milliners themselves in creating beautiful things to meet the unprecedented demand.

In contrast to the all-straw hat, there are hats of all sorts of fabrics such as satins, crepes, ribbons, chiffons and laces. These fabrics are used alone to make both the hat and the trimming and they also are combined with straw.

From a psychological viewpoint the stimulating effect of a colorful and becoming hat is not to be underestimated; so, taking all things into account, pretty hats are well worth the present high prices asked for them.

Contradictions: Or A Study In Hats

It is smart to be quite contradictory about the stuff from which hats are composed. Lewis takes velvet, a material we have always associated with wintry weather, and with it combines a profusion of flowers in varied beautiful colors. Other favorites of the Lewis salon are large straw hats surmounted with ostrich and sometimes jet.

One hat of this group contrasted with the more important ones by its very simplicity. It was just a little round black straw affair. So narrow was the soft rolling brim that it gave the appearance of a straw band encircling the forehead. Most pleasing were the things done to the top of the hat by using dozens of yards of narrow Nattier blue faille ribbon. It was fashioned into the form of a real flower garden of tiny roses. Springing from the top of the hat were two knobbed spikes made of the ribbon. These trim spikes resembled the slender stems left standing after the petals of the roses have fallen.

So laden with ostrich was another Lewis model that it looked like a fluffy, feathery Tam-o'-Shanter. The tobacco-brown straw of its foundation was invisible. It is of an unusual form. The top of the hat is perfectly flat, like the cap worn by the famous "Blue Devils" of France. The ostrich plume, which is of smoke color, is laid on circular, following the lines of the crown. It ends in a fluttery pompon at the side. When the pretty mannequin wearing this hat moved her carefully coiffed head, the effect of the softly swaying feathers reminded me of the languorous movements of the huge feather fan that dusky, barefoot pages wielded for the comfort of Egyptian beauties in the far off days of Cleopatra.

Simple, But Fresh As Spring Itself

Just a simple little affair but so refreshing after the many elaborate things is a poke bonnet hat from Jeanne Lanvin. The top of the hat is white georgette dotted all over with yellow-centered field daisies. The underbrim is faced with grass-green taffeta. Encircling the crown is a woodsy brown velvet ribbon—a very narrow ribbon which is not even tied in the back but just caught together by one of the flowers and allowed to fall in long ends. It is a hat of country inspiration embodying green fields abloom with daisies and brown tree trunks in the distance.

Plaited straw that looks like bright scarlet tissue paper is used by Lucie Hamar to make a hat that rolls off the face revealing an underbrim encircled with small scarlet and black wings. This hat should be worn in the midst of the budding green foliage of the springtime. When the dust of sultry summer arrives, red is a color to cast aside.

Madame Germaine sends us a small, close-fitting hat of interlaced brown straw. What appear to be a dove's wings spread across the top of the hat are not in reality wings at all. Brown net cut to simulate wings and overlaid with many little rows of shiny brown straw completes what is one of the most stunning hats of the springtime.

Some very fine bird gave up his very fine feathers to adorn a real Directoire bonnet for the Marie Louise opening in Paris. The hat is brown, as are a large number of original French models. This is just one more straw to prove that designers of clothes invite us to wear winter colors as well as wintry materials to herald the arrival of sultry summer. To be entirely smart next winter, no doubt, we shall clothe ourselves in sheer organdies and flimsy muslins.

This Directoire hat of brown is really a very charming revision of the bonnets of the early nineteenth century, because at that time not all hats were lovely and picturesque like this one. Some of them were racy little affairs, similar to inverted flowerpots, with clusters of feathers rakishly drooping over one demure eye. Milan braid is used to form this hat displayed and the brim is underfaced with taffeta of the same tone. Ostrich flats—they are voluminous ostrich flats—are draped around the crown, and just where it bends in the back into poke shape, under the brim is tucked a bit of the trailing ostrich.

Let the woman who wears tailor-made clothes to best advantage beware of adding this model to her summer collecion of hats. It belongs exclusively to the picturesque type.

It is many a day since feathers have been so much the mode. And you are fortunate, indeed, if you have have carefully preserved any of these precious trimmings of several seasons past. Now is the moment to unpack such discarded bits of finery and have them treated to one of the many mysterious processes that make glycerined, burnt, stripped, trenched, or any one of the new and novel ostrich trimmings. Or you may use them just as they are and still be very smart. To buy one of the new ostrich trimmed hats will cost anywhere from $50 to $150.

Chanticleer, Too, Called In To Help

Manufacturers are obtaining all sorts of new effects in feathers to meet this unprecedented demand. Even the barnyard cock has not been permitted to strut boastfully in the sun. He has been captured to deliver his plumage to help trim clothes for fair women. Coque feathers have been subjected to some new and mysterious treatment that makes them fluffy and fuzzy. Then they change their name. Now they are blondine, the newest of the new hat garnitures. And even the most undiscerning must admit, after seeing blondine, that it is a far cackle from the chicken run to the Fifth Avenue millinery shop.

One large black straw hat quite outdoes all others by encircling itself with a graceful plume. This decoration combines all the new feather treatments. Some of it is curled, some natural, while others are glycerined. Not content with all this, dotted over the crown of the hat are little tufts of stripped ostrich. These tufts resemble bits of thistledown, or wild clematis, after the wind has blown away the petals.

Mary, Mary, How Do Your Flowers Grow?

Old-fashioned garden flowers have not been neglected by searching modistes. It is only at the gate of the vegetable garden that they have halted in their quest. At one Fifth Avenue establishment I saw a hat that might have been mistaken for a basket of glistening red currants—currants fresh from the garden and still moist with dew. The whole hat fairly sparkled with them.

Coquettish eye veils, some of them merely covering the orbs, while others reach to the tip of the nose, appear on many of the new hats. Maria Guy is one who frequently uses these abbreviated veils. Since so many of her hats are made of lace, these falls are fitting appendages to them.

LADIES!
ATTENTION!
MILLINERY
Millinery
Owing to the late arrival of our SUMMER MILLINERY, we are allowing a discount of 33 1/3 per cent. on all hats. A nice selection of models, ready-to-wear and untrimmed shapes are now displayed in our millinery Dept.
INSPECTION INVITED
SILBERMAN'S DRAPERY & OUTFITTING STORES
(Opposite the Astor House)

At the Dressing Table.

By Mimosa

How Millicent Cheated Father Time

I hadn't seen Millicent for over three years, when I called on her a few days ago. I knew she had taken up munition work at the beginning of the war, and from what I had heard of her from time to time, hard work, early rising, and late to bed, I quite expected to find her looking old, and very much the worse for her three years' work. But far from looking jaded and tired, I found her younger and fresher than when I had last seen her. Her complexion was smooth and clear, and her hair brighter, and more glossy than before, while the few wrinkles which I remember had entirely disappeared.

How She Preserved Her Complexion

After a little persuasion she told me the secret of how she had not only kept, but improved, her looks during the three years in which we had not met, in spite of her hard work and late hours.

She told me she owed the freshness of her complexion to the regular use every night of a little plain mercolised wax. This she rubbed gently into the face and neck, leaving it on all night, and washing it off in the morning with warm water. She had entirely given up the use of powder, which she told me she felt sure caused wrinkles, and was using instead a lotion made by mixing an ounce of cleminite in about two ounces of water. This lotion gives a most natural appearance, and is beneficial to the skin, and judging by her complexion I can well believe it.

Removing the Wrinkles

When I asked what she had done to remove the little wrinkles which I remembered round her eyes and mouth, she told me nothing. The use of the mercolised wax had done the trick without any effort on her part. This wax, it seems, gently peels off all the dead outer skin, slowly and imperceptibly while one sleeps, and with the dead skin, all lines and wrinkles, leaving the fresh young complexion beneath clear and smooth.

A Slight Growth of Superfluous Hair

There was another point upon which I was very curious. Millicent used to have a slight growth of hair on her upper lip, which I am forced to admit, entirely spoilt her claims to being considered a pretty girl, and this too had entirely disappeared, owing to the use she told me of a little powdered phemisol. After two applications, she said, all traces of the growth had disappeared, but as a precaution she had used some tekko paste for a couple of weeks afterwards.

How She Kept Her Hair Bright and Glossy

To keep her hair in good condition she had shampooed it regularly every fortnight with a dessert spoonful of stallax dissolved in hot water, then dried it without rinsing (as this is not necessary when using stallax) and given it a good brushing. Every month she gave it a stimulant in the form of a simple tonic. For one week in every four she massaged into the roots every night a tonic made by mixing an ounce of boranium with four ounces of Bay Rum or Eau de Cologne.

A Perfectly Natural Color

Millicent had always been naturally pale, and I remarked on the pretty flush which had come into her cheeks. This she confessed was not natural (although it had deceived even an expert like myself), but was brought about by using a little pure collisandum, which she applied to her cheeks with a piece of cotton wool. The beauty of this color was, that it appeared absolutely natural, for it deepened as the atmosphere became warmer, just as a natural color would.

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The wonderfully soothing properties of LIFEBUOY SOAP act like a charm in relieving the distressing and intense irritation caused through PRICKLY HEAT, while its healing constituents are definitely curative in their effect. LIFEBUOY SOAP is delightful for TOILET, BATH, and NURSERY use.

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AUTOMOBILES

SHANGHAI, SUNDAY, MAY 18, 1919.

Buying Of Motor Cars In U.S. Is At High Sales Record

Impossible To Get Delivery Of Certain Makes Before Four To Eight Weeks

New York.—If any one doubts the statement frequently made that every automobile manufactured this year will be sold, let him visit the agency in New York city of one or more of the popular makes of cars and try to buy a car for delivery within twenty-four hours. Perhaps a more considerate buyer might consent to forego delivery until a week.

In the slang of the street, the sales manager would politely say: "Nothing doing." Further inquiry would elicit the fact that every car coming into the shop was booked for delivery to others anywhere from four to eight weeks ahead. This situation is not restricted to one or two dealers. It is the actual condition prevailing today in a number of the local agencies selling the generally popular types of cars at medium prices, ranging all the way from $1,500 to $3,000.

One prominent dealer just above Columbus Circle said that in his long years of automobile business he had never seen anything like the volume of motor car buying as is the case at present. The buying activity set in soon after the big New York show, and it has been gathering momentum over since. The factory manufacturing the cars which he sells was not taken by the Government for war work, and had a quantity of materials on hand which, during the latter months of the war, was not allowed to be made up into passenger motor vehicles. For peace production this factory is more favorably placed than some others, and he has been able to make fairly early deliveries.

"Business at this time is 100 percent ahead of the corresponding period at any former time, and the sales seem to be doubling every day."

That is his version of the New York motor trade in passenger cars, and it is not highly exaggerated.

Another Broadway dealer not given to boosting his product because it has earned a reputation that excess publicity can hardly improve, says that he could not deliver any type of car ordered today until after the middle of May, and for some models a longer time would be required. His only difficulty is that the cars are not coming in fast enough from the factory, due to the fact that the factory is not yet back into normal peace time production.

"It is hard to say that any particular model is more popular than another," he added. "The closed cars are being bought just as readily as the open touring types. In this respect there has been no appreciable slackening of the demand for closed cars, despite the approach of warm weather when it might seem that the open car would appeal to most of the buyers. The closed cars, especially the sedans, made so comfortably and so readily adapted to what becomes virtually an open car, are increasing in popularity all the time. They have the advantage of a permanent top, affording shelter from wind and rain at all times. For the younger element the open type will always have a peculiar vogue, but the older motorists are taking the closed model for all-year use, and this is particularly true where the influence of the women prevails."

In this connection it is interesting to note the statement of the manager of an agency which has made a specialty of a very attractive and reliable sedan.

"We are selling today, and have been for many weeks," he said, "three closed cars to one of the open type. Never before at this season of the year has there been such a heavy demand for them."

There are, of course, many makes of cars that can be bought for quick delivery. They are good cars, but have not attained the widespread popularity of certain other makes. While their business is not going forward at such a high rate as that of some more favored competitors, they are certain to get the overflow trade in the near future. Hundreds of buyers who cannot get what they want at first, rather than wait until early or late in the Summer for their automobile, will turn to another make. This overflow business or forced substitution is already in evidence, and the ultimate result will be that the second choices will soon be sold out to the limit of their production.

The expression has been often made this season by those both in and out of the trade that the sale of automobiles this year will only be limited by their production, and it is absolutely true. Reports on production from many of the western factories for February showed that considerable improvement had been made toward normal production, but the maximum has by no means been reached. Daily production figures of thirty-seven factories gave a total of 4,871 cars for February as against a daily production of 2,833 in January. Among the largest daily producers in February were: Ford, 2,000; Buick, 400; Overland, 400; Dodge, 375; Chevrolet, 300; Oakland, 160; Studebaker, 150; Maxwell, 150; Oldsmobile, 110; Reo, 100.

How To Figure Mile-Cost In Motor Truck Usage

Do you know how to figure the ton-mileage of the motor truck? If not, a simple and accurate method is disclosed by the B. F. Goodrich Rubber Company. Before arriving at the cost of truck operation it is essential to have the ton-mile figure for comparison with the average daily cost of operation. Such a system will allow the owner to compare the operating cost of one make of truck with another, and, as well, truck haulage with horse and wagon delivery.

There are two classes of units used for measuring truck haulage. One is the absolute ton-mile and the other is the commercial ton-mile. They should not be confused.

The absolute ton-mile is similar to that used in figuring railroad freight mileage. Because of the various systems of delivery, contingent on stops and loads to be dropped en route, what is called the commercial ton-mile is adopted as a standard of measurement. The absolute or railroad ton-mile is one ton carried one mile: thus, one ton carried five miles equals five ton-miles, and five tons carried one mile also equals five ton-miles. Similarly, five tons carried three miles makes fifteen ton-miles.

Absolute ton-miles should be figured in connection with motor truck haulage only when uniform hauls are made, that is, when one truck carries the same load over the same distance. By simply multiplying the number of miles covered by the number of tons carried the owner can easily determine the cost per ton-mile by the additional operation of dividing the average daily ton-mileage into the average daily cost of operation. The result will be the cost per ton-mile. These figures are indispensable in keeping an accurate account of delivery expense and profits.

The commercial ton-mile is figured for trucks employed in continually making deliveries of portions of their loads. The big majority of trucks are operated under this condition. It can readily be seen that absolute ton-mileage would necessitate separate figuring for each stop and would be decidedly impracticable. Hence, the commercial ton-mile used.

The information from which to figure the commercial ton-mile comes from the driver's card. All that is needed is the number of deliveries made, the weight of each load and the total mileage for the day. First determine the average tons per trip. This is found by reducing the total number of pounds hauled to terms of tons, i.e., 12,000 pounds would be termed as six tons. The average tons per trip, or the average load, is found by dividing the number of tons hauled by the number of deliveries made, i.e., six (tons) divided by five (deliveries) equals one and one-fifth tons, or the average load. This result multiplied by the total mileage for the day gives the ton-miles. For example, if the mileage covered by the truck is sixty, the ton-miles for the day amounted to seventy-two, or sixty times one and one-fifth.

When your truck makes but one trip a day you simply multiply the mileage by the number of miles carried, thereby using the absolute ton-mile basis.

Ton-miles are nothing more than the units for measuring truck performance. The principle of ton-mileage may be applied to any class of motor truck haulage, whether the units are baskets, bundles, kegs, cases, or thousands of feet of lumber. For the concern which does not do its hauling in tons, the same measure of haulage may be had by simply substituting for the ton the unit best served to measure the delivery system. Thus, instead of the ton-mile we have the package-mile, multiplying the number of packages delivered by the number of miles covered in delivering them, or the keg-mile, or the case-mile.

DENMARK WANTS NEW AUTOS

King 8 Dealer Sees Good Market For American Machines

New York, April 6.—Reporting a wonderful outlook for automobiles and automobile accessories in Denmark, Norway and Swenden, P. Matthiesen, who for the last six years has handled King 8 cars in the Scandinavian countries, arrived here last week to close big contracts for passenger cars, trucks and tires.

Mr. Matthiesen, who hails from Vejle, Denmark, is a well known manufacturer of stationary motors and marine engines and motors for concrete mixing machines and did some unusual work during the war for the Danish government. He says that the Scandinavian countries at the present time are spending big sums for new highways and that the American automobile is in tremendous favor.

How Rubber Helped To Keep Up Morale

Aside from the aid given in the form of truck tires, balloons, boots and surgical supplies, rubber contributed in the war in its essential relationship to the sports engaged in by American soldiers, which furnished such an extensive factor in the remarkable morale of our troops, says the B. F. Goodrich Rubber Company.

Athletic goods costing $150,000, the largest single order for athletic goods ever placed, was one of the many shipments of sporting material shipped to the Yanks in France. Among other items this order contained 4,800 soccer balls, 2,400 basketballs and 3,600 footballs, with 900 extra bladders, making a total of 13,500 bladders, all of rubber.

KING "8"

UTILITY, LUXURY AND ECONOMY

The world-wide popularity of this pioneer eight cylinder car is based on its reliable service under every condition of road and climate. Its famous motor practically eliminates gear shifting, banishes vibration and develops great power at small fuel expense.

Three beautiful body models satisfy the most exacting taste.

7-passenger Touring Car
7-passenger Sedan (closed car)
4-passenger Foursome (sporting model)

ARKELL & DOUGLAS, Inc.
38 Canton Road, Shanghai

KING MOTOR CAR CO.
Export Department
1670 Broadway, New York
U. S. A.

TRIUMPH TRIUMPH·TRIUMPH·TRIUMPH

ON ACTIVE SERVICE, 1914—1919.

THE FOREMOST BRITISH MOTOR CYCLE.

This is not a mere Makers' statement, but an incontrovertible fact confirmed by the act of the BRITISH GOVERNMENT, who absolutely insisted upon having our ENTIRE OUTPUT for their EXCLUSIVE use during the War.

TRIUMPH MOTOR CYCLES

Write for Lists to:
TRIUMPH MOTOR CYCLE CO.,
Coventry, England.

"SPHINX"

BANDAR-LOG

Inspired by Mr. Rudyard Kipling's Jungle Books, with acknowledgments to that famous author.

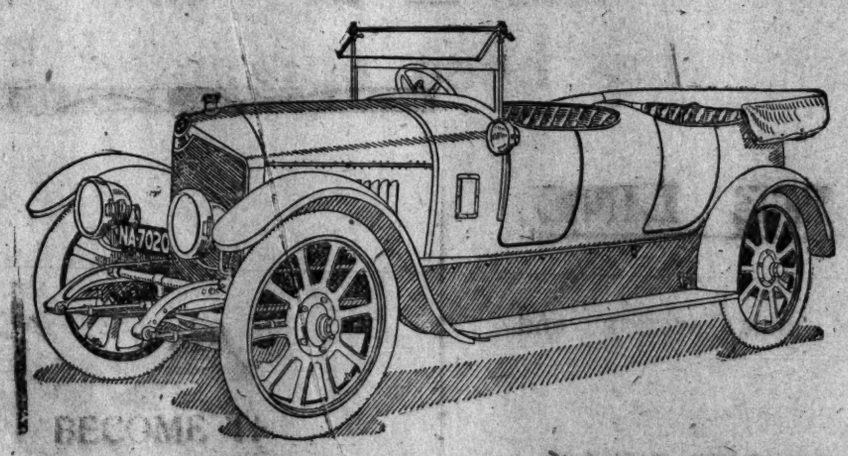
"Nothing is hidden from the Bandar-log, my friends, nor can the least thing escape our notice. We leapt from the pines and clutched it. We tried our teeth on it and threw it upon the hard floor. But nought could we harm it for on it was written 'Sphinx.' Stronger is it than anything of the Jungle; more wonderful than ought to be found in the Cold Lairs."

The Sphinx Manufacturing Co.
BIRMINGHAM—ENGLAND.

SPHINX

An illustrated catalogue of Sphinx Plugs, suitable for all types of motors or motor engines, can be obtained on application to the offices of this Journal.

The Sign of The Quality Car.



BECOME THE RECOGNISED AGENT FOR THE RECOGNISED "QUALITY" CAR THE CROSSLEY

The post-war Crossley will be the car for the many because it will be so perfectly adapted to the needs of the average motorist. It will give so much power from so little petrol; it will provide such extraordinary flexibility; it will be so well designed, so rigid and so reliable that it will be wanted by almost everybody. It will carry with it the valuable reputation of its predecessor "The Quality Car."

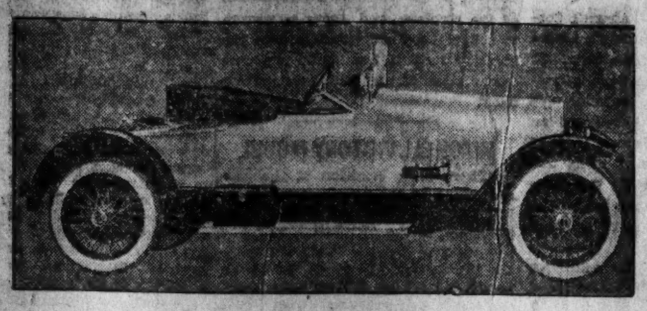
There will not be a single untried part in the make up of the new Crossley, and there will be nothing experimental, harassing, or doubtful in the Agency terms of Agreement.

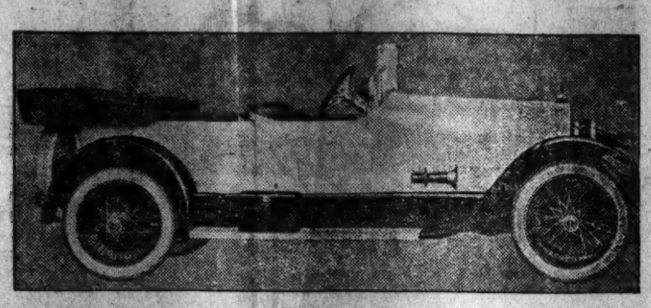
IF YOU WISH TO SECURE THE CROSSLEY AGENCY, YOU MUST WRITE NOW.

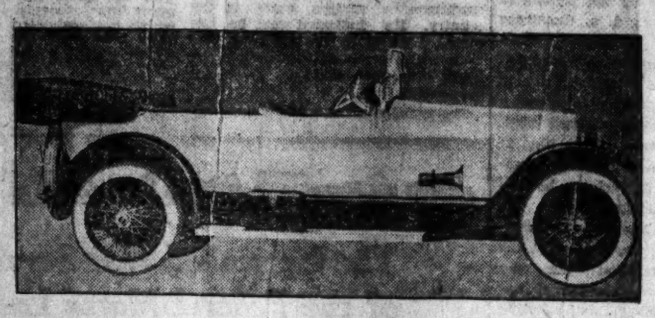
CROSSLEY MOTORS Ltd.,
Builders of Quality Cars,
MANCHESTER, England.

Crossley

"What are those cars, daddy?"







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STUTZ CARS

America's Favorite Automobile

for which

HONIGSBERG, The Pioneer of Motor Cars in Shanghai has been appointed EXCLUSIVE AGENT.

The three illustrations represent

THE MODERN ROADSTER—The ideal car of speed and power for man or woman. It has all the name Stutz implies.

The 4-5 PASSENGER CLOSE COUPLED CAR—A motor vehicle that has marked this model as distinctive from any other make.

The 6-7 PASSENGER TOURING CAR—A vehicle with class and distinction that has made it the most popular family vehicle.

Manufactured and shipped by the

STUTZ MOTOR CAR COMPANY

Indianapolis, Ind., U. S. A.

Exclusive Agents for China:

H. S. HONIGSBERG & Co., Inc.

40 Bubbling Well Road

Telephone: West 1234

ORDER SIX AIRPLANES TO CARRY MINED ORE

Western Wheat Grower Buys Plane To Help Him Get Over Fields Quicker

New York, April 6.—As a gratifying aftermath of the recent aeronautical exposition manufacturers of aircraft have received orders from individuals and companies for airplanes of pleasure and commercial construction far beyond their expectations. At the office of the Manufacturers' Aircraft Association, 501 Fifth Avenue, an organisation composed of the leading firms, it was said yesterday that the members were greatly heartened by the spurt the business had taken.

The cancellation of contracts by the Government following the signing of the armistice caused a disastrous slump in the aircraft industry. This country had not adopted a "bread and butter" policy of awarding enough contracts to aircraft builders to enable them to keep their organisations intact as had Great Britain. Since Nov. 11 a number of firms have been compelled to go out of business because of the lack of sufficient orders.

Manufacturers interviewed yesterday were of the opinion that the aeronautical exposition not only aroused the business man and sportsman to the possibilities of adopting the airplane, but that it also stimulated the interest of members of Congress in the peace time development of aviation. Governmental aid in fostering aviation will be forthcoming if Senators and Representatives who visited the exhibit in Madison Square Garden and the 69th Regiment Armory live up to their promises.

As an experiment, one of the largest automobile companies in the country which had been engaged during the war in manufacturing engines and aircraft accessories constructed an airplane and exhibited it at the exposition. The interest evoked in the machine, according to a representative of the concern, has convinced them that there will be a demand for aircraft by the public. Announcement of their plans for entering the aircraft field would be made in a few days, it was learned.

A delegation of mine owners came to New York last week for the purpose of obtaining a type of aircraft suitable to their needs. As a result of consultations with the representatives of several firms they purchased six machines to be used in transporting ore from their mines. The President of the company manufacturing the planes was unwilling to allow his name to be used until the orders were complete.

The Thomas-Morse Aircraft Corporation, exhibitors of a scout machine which made a record in the war, have received many inquiries from sportsmen who contemplate entering this new field. They have received an order from a young woman in New England whose enthusiasm to fly was so great that she started the construction of a hangar long before she had picked out the type of machine she wanted.

Another prominent manufacturer has just completed for delivery a plane to be used by the owner of a Western wheat ranch to carry him about his large properties. This same manufacturer had sold several planes to sportsmen in various parts of the country. He indicated that he expected to offer to the public an airplane which would cost no more to the buyer than the average passenger automobile.

The withdrawal of a large company in this country, which was backed by Japanese capital, has led to the belief that Japan will enter into competition with American and European manufacturers. Japanese governmental officials have recently taken a lively interest in the peace-time possibilities of the airplane, and there is reason to believe they will extend aid to the industry until it has outgrown the infant stage and is able to sustain itself.

MITCHELL VICTORY MODEL

"There is no question of the success made by the new Victory Model Mitchell Six," says George Stowe, president of the Mitchell Motor Car Company of New York, "Ever since the new model was exhibited at the recent New York automobile show, we have been overrun with customers.

"The public which are now motor wise was quick to appreciate the many improvements and refinements which are embodied in this model. They also are enthusiastic over the car's economy of operation, and last but not least they appreciate the fact that, size, power and finish considered, it is the cheapest car on the market today."

Taking The Battery To The Doctor

After having served through the pleasure driving season and in many instances, suffered the effects of overheating due to almost continuous overcharging when the demand for current was very light, the storage battery of a car, in all probability, requires some expert attention. It is particularly desirable that it should receive it at about this time when the service required of a battery is most exacting on account of long lighting hours and severe demands upon the starter due to the use of the car being confined mainly to short trips with numerous stops and starts and to the imperfect carburation incident to cold weather. Even if the battery apparently is in good condition, it is a wise precaution to take it to the service station and have it thoroughly looked over. If it is somewhat "under tone" this is peremptorily required. Quite likely, the separator insulation may have begun to give way, making internal leakage or short circuits imminent. Probably there has been some shedding of active material from the plates, reducing their capacity and preparing the way for short circuiting, the terminal connections may have become corroded and the solution may be of incorrect dencity. It is much better economy to have any defects remedied before they become too serious rather than to delay until the battery is "all in." Not only is it desirable to have the battery in perfect condition when the demands upon it are the severest in order that lighting and starting service may not fail but it should be remembered that a battery which for any reason cannot be kept well charged is in danger of freezing with the cracking of its cells and other damage, if exposed to winter weather. If the charge is low the plates badly sulphated and the solution weak in acid from that or any other cause, freezing is quite likely to occur. The electric systems of some cars do not afford sufficient current to keep their batteries charged under winter driving conditions, and in such instances an effort should be made to increase the charging rate, to reduce the demand for current or both in order that the battery may be maintained in a fully charged condition to meet the exigencies of the cold season.

The Unrivalled War Service of the Federal Motor Lorry

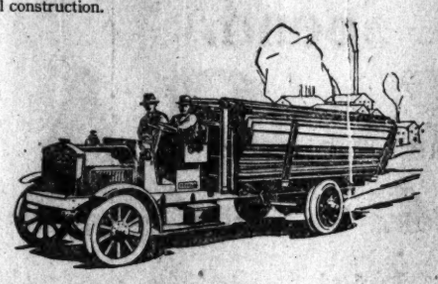
Every one of the Allied Governments and five departments of the United States Government found vital need for the superb service of the Federal during the war.

Federal Motor Lorries are now available for general use. Immediate delivery to any part of the world.

The Federal has achieved an enviable record—for its durability, efficiency and low operating costs.

Perfect in mechanical construction.

1 ton $1900
1½ ton $2350
2 ton $2600
3½ ton $3350
5 ton $4400
F. O. B. Detroit



Federal Motor Truck Company

Factory—Detroit, Mich., U. S. A. Foreign Dept.—18 Broadway, New York, U. S. A.

FEDERAL

Mack 3½ ton Lorry with 2½ ton four wheel trailer carrying and pulling total load of 18,870 pounds of wheat. This arrangement saves time, labor, and the upkeep of a large number of horses—lessening operating expenses.

What you are paying now for feeding and caring for draft animals will more than buy gasoline for a Mack Motor Lorry.

Your hauling will be done better and cheaper.

The Mack Motor Lorry is built complete in the Mack factories—according to the highest European standard.

Responsible and energetic dealers required in each District

INTERNATIONAL MOTOR COMPANY, New York, U.S.A.

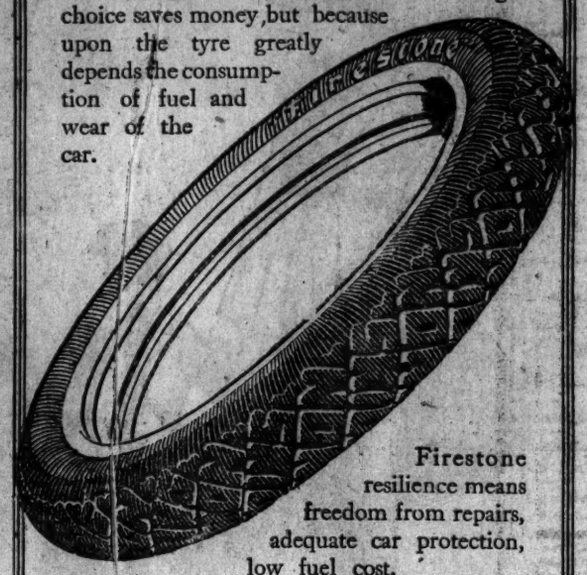
5 State Street 44 Whitehall Street

Factories: Plainfield, N. J., Allentown, Pa.

Cable Address: Intertruck, Newyork All Standard Codes used

MILEAGE —and MORE

MOTORISTS are looking closely into the tyre question, not only because the right choice saves money, but because upon the tyre greatly depends the consumption of fuel and wear of the car.



Firestone resilience means freedom from repairs, adequate car protection, low fuel cost.

Order Firestones and get these savings as well as long mileage.

CENTRAL GARAGE
2A JINKEE RD. SHANGHAI.

Firestone

CHEVROLET

A New Shipment of Latest Models has just arrived

OUR PRICE
TAELS
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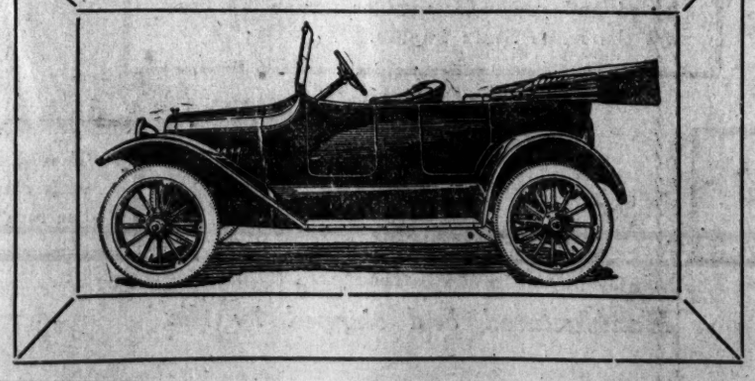

OUR PRICE
TAELS
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Model 490, 5-Passenger Touring Car

Electric lights, self-starter, detachable rims, speedometer, oil gauge, ammeter, tire carrier, one-man-top, tilted windshield

GASOLINE CONSUMPTION 18-21 MILES PER GALLON

Guaranteed for one year from date of purchase against any defects of workmanship or material

Demonstrations by the **K. T. C. GARAGE** 21 Foochow Road

THE KLAUBER TRADING CORPORATION

Peace Will Soon Be Signed!

YOU, Mr. Business-man have every reason to be thankful. Soon—very soon, we all hope—trade will have resumed its normal course, ships be running as usual, and you will share once more in the prosperity of a world at peace.

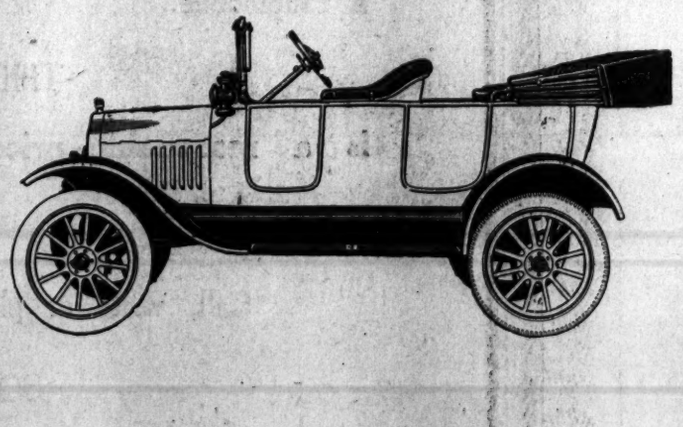
Everybody is feeling thankful, and most people still have money to spend.

AFTER your sacrifices during more than five years of war, you should feel justified in spending a little money on yourself. If you have a wife, too, she's expecting your thankfulness to take a practical turn. You can't do better than buy for her use, and your joint use, a

FORD TOURING CAR

We still have three or four left from the last shipment, and more are expected to arrive very soon. We have pleasure in announcing that the price is now

TAELS 800



TAELS 800

DODGE & SEYMOUR (China), LTD.

89-91 Rue Montauban | ASK FOR A DEMONSTRATION | Phone: Central 322

SAYS DODGE DESERVES THE CROIX DE GUERRE

Car Went Through Second Battle Of Marne And The St. Mihiel Drive

"If ever a motor car deserved a Croix de Guerre, it is the Dodge car used by the Three Hundred and Twenty-second Field Signal Battalion during the late unpleasantness with the 'would-be 'supermen,'" writes Sergt. Harrison W. Jacobs of C Company, Three Hundred and Twenty-second Field Signal Battalion, A.E.F., in a letter to Mr. F. S. Albertson, general manager of the Albertson Motor Company.

Sergt. Jacobs' letter, dated January 12, 1919, and written from Coblenz, Germany, to Mr. Albertson, has this to say of the Dodge Brothers motor car in actual service on the battlefields of France: "Just a hello and a how are you from one of your former noise makers. Seeing your advertisement in a paper that has just reached me prompts this as an ink bouquet for the wonderful car you are handling.

"A Dodge car was turned over to us last June, after having already been driven several thousand miles, and accompanied us through the second battle of the Marne, from Chateau-Thierry to the River Vesle, there receiving the honor of a personal barrage on the road between Fere-en-Tardenois and Beauvardes, but it escaped with nothing worse than a few shrapnel holes in the fenders.

"When we were relieved and sent to the Toul sector to participate in the St. Mihiel drive, it went with us, and during the drive, when the advance was too swift for ordinary communications our Dodge car was used to lay field telephone wires across what an hour before had been No Man's Land, going over the muddy and shell-torn terrain like a young tank.

"In the battle of the Argonne this same car followed the advancing lines as closely as conditions would permit, running twenty-four hours a day carrying the officer who was directing the operations of the outpost company of our outfit.

"And, like a good soldier, it 'carried on' in the Meuse during the final days of the war, when the advance was so swift that our Dodge car was used to carry rations and equipment forward to the lines, and the day the armistice was signed it was in sight of Sedan.

"Our faithful Dodge is now running over hills and rotten roads around Coblenz, on duty for the Army of Occupation, and in spite of its use and rough treatment, being gassed and shipped at with 'whizbangs,' it still runs just as sweetly as though it was a new car demonstration out Wilshire boulevard. Even the famous Death Valley Dodge cannot boast of the reputation of our Dodge car.

"It seems very much as though we are doomed to stay here until spring, but, even though it delayed our home coming, we are good enough soldiers to be able to grin and bear it until our moving orders come."

FEW QUESTIONS ASKED BY PAIGE CAR BUYERS

"The fact that the present-day automobile buyer knows almost as much about mechanical and structural principles in an automobile as the factory man has its many good points and advantages," says John O. Hofbauer, general sales manager of the Paige-Detroit Company of New York.

"Our expectations of the good business to come were exceeded at the show.

"The buyers, as we met them this year, seemed to know what they wanted and did less talking when buying than ever before, and we believe the reason for it was that the usual questions about cylinders, gears, bores, springs, etc., were not so pertinent, and that the final question rested on whether the particular color or kind of leather, etc., suited the women of the family, and as the Paige is considered by all a very beautiful car, it was quickly and easily decided in favor of our car.

"The absence of these usual mechanical questions caused us to investigate, and we found that the majority of the new car buyers had been told about the original Paige features, of which the seven-cross member frame is the leader, and which we consider the finest possible frame that can be put into an automobile, regardless of price; then the Gimble ring final drive. This Paige feature is found only on extremely high-priced cars. It costs considerable to build in the Paige, but it is worth it, because it saves tires, gasoline, oil, springs, body rattles, excessive jolting, and gives an extreme of comfort in riding that is impossible with any other method of final drive.

"The Paige hot spot manifold caused considerable comment, as did all the other original points.

"We believe that the women of the family play the most important part in the purchase of a new car."

FORD CLOSED CAR STARTER

The self starters with which Ford closed cars are equipped, in addition to the present electric lighting system, is light in weight and is attached to the fly wheel with a bendix drive. Current is supplied by an especially built storage battery—six volts, eighty amperes capacity, and this in turn is kept charged by a generator.

Some Traveling For A Touring Car!

The racing cars that make such wonderful time on the various speedways are specially built to gain every advantage that can be gained. However, Ralph De Palma has just shown on the Ascot Speedway at Los Angeles, Cal., that other cars than racing cars can show creditable speed.

In a regular Packard Twin Six, the same as are seen every day on the city street, the famous racing driver, riding on Goodyear cord tires, covered a mile lap on the Ascot track in 50 seconds. There were three passengers in the car.

Studebaker Official Tells Company's Plan For Great New Plant

Will Mean Employment Of 15,000 Additional Workers; Fifth Of Buildings Up

Albert R. Erskine, president of the Studebaker Corporation, recently gave out details of a new automobile plant at Sound Bend, Indiana, which will mean the employment of from 12,000 to 15,000 additional workers. This in turn is bound to mean an enormous expansion in the Indiana town. What with their families, there will be at least 50,000 added to the population of South Bend, and seven houses daily for the next two years, involving an amount of about $9,000,000, will have to be erected to provide living facilities for so many persons. The new plant itself will when completed represent an expenditure of $8,000,000.

"About 20 percent of the new buildings have already been erected," said Mr. Erskine, "50 percent more will be erected this spring and summer and the remaining 30 percent rapidly thereafter.

"By January 1, 1920, we expect to be producing 150 automobiles a day, and commencing October 1 next we will rapidly require new employes, consisting of about 6,000 men and 1,000 women.

"By the summer of 1920, we will have completed the plant and be in production of 200 automobiles a day, and will require an additional 6,000 men and 1,000 women.

"The new plant will be modern in every respect, with every known improvement of sanitation, ventilation, light, comfort and attractive environment for our employes, including the landscape gardening of the yards and the permanent employment of gardeners."

Continuing, Mr. Erskine gave some remarkable figures of the past and future expenditures of the Studebaker Corporation. He said:

"1. Our records show that in the year 1918 our average number of employes in South Bend was 3,030 and our payroll amounted to $2,806,412.

"2. For the year 1918, our average number of employes in South Bend was 4,513, and our total payroll $4,824,327.

"3. When the expansion plans heretofore explained are carried out, I estimate that the average number of employes will be increased to 16,000, and the average payroll will amount to from $17,000,000 to $18,000,000.

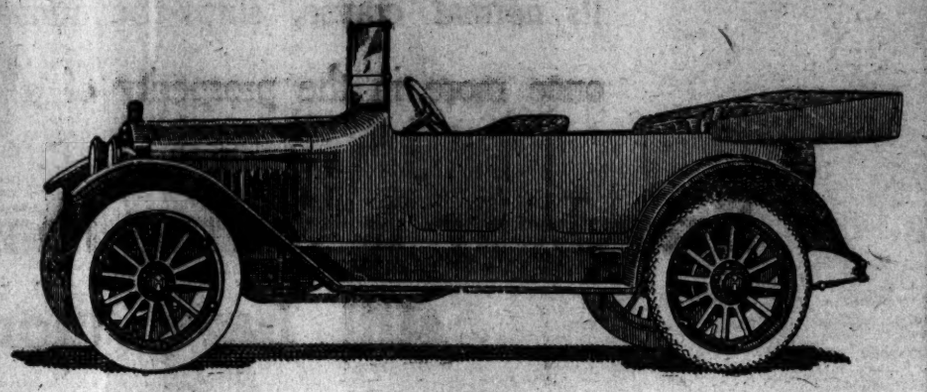
"4. During the year 1913 our purchases of materials and supplies amounted to $4,350,000, and in 1918 to $16,000,000. When the development plans were finally completed these purchases will probably average $75,000,000 per annum. A fairly large amount of these purchases will be made from local manufacturers and merchants, wherever prices and deliveries permit.

"5. When the development plans are completed 150 freight cars will be required daily to handle incoming and outgoing freight shipments.

"6. 'Automobile dealers from all parts of the world, salesmen and other interested parties will visit South Bend, probably to the number of 100 per day, when the new plant is in capacity production. These people will come by automobile and train, and frequently will spend several days in the city, patronizing the hotels and merchants, and through them the products of other manufacturers of South Bend will become known and be advertised. This is one reason why we must have a new union station."

To take care of all these increases, Mr. Erskine urged at a public dinner in South Bend, where the plans were revealed, that South Bend and St. Joseph County should embark on an elaborate plan of civic improvements, including the building of houses, betterment of streets and street railways and improved highways. In addition, there will have to be housing accommodations for the many young women who will come to South Bend for clerical jobs, so he suggested the building of apartment houses for their use. It is clear that South Bend, where living accommodations are none too many right now, is on the verge of a terrific civic boom.

Hupmobile



"The Comfort Car"

AFTER a careful study of Hupmobile specifications you will understand the reason behind the Hupmobile enthusiasm which every owner feels.

FOR the real worth and quality that are built into the Hupmobile make it unquestionably one of the ***real*** quality cars on the market today.

BEFORE buying any automobile at any price be sure to study the Hupmobile and compare it with ***other cars.*** Study its specifications, ask owners about its economy, learn at first hand its performance records in the hands of its owners.

AFTER this study, try a demonstration ride. If you conduct a test like this we feel sure tt your next car will be a Hupmobile.

THE HUPMOBILE

is a reasonable-priced car for reasonable people

Call, write or phone for full details from the

SOLE AGENTS

THE SHANGHAI GARAGE CO., LTD.

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POPULARITY OF CLOSED CAR TYPES INCREASING

Purchases Of Limousines And Landaulets Resumed On Large Scale

"Another conclusive proof of the steady trend toward normal conditions in the automobile industry," said a big New York dealer recently, "is shown in the resumption of manufacture and sales on a large scale of our Chalmers chauffeur-driven closed-car models."

Those people who during the war, both for economic reasons and because of the scarcity of chauffeurs, purchased cars which they could drive themselves, are now returning more and more to the limousine and other special outside-drive cars. That privacy which they deprived themselves of during the unsettled war period they are now seeking in this eminently popular type of car. Aside from the comfortable features of the closed-in body during the inclement weather of the winter season, the practicability of this type for all year round-the-town work is becoming more evident in the largely increased numbers of broughams and landaulet models seen on the city streets now at the beginning of the spring season.

"There is now no doubt discriminating people are convinced and have come to the realisation in this type of car they have nothing further to wish for in the way of convenience and comfort. It is a type adaptable to any occasion at any time, and in any kind of weather.

"From the snug interior on a cold rainy day is but a moment's change to the open car advantages during the beautiful, sunny days of coming spring and summer. The features of the folding landaulet top leave nothing to be desired. There is no open car which could be more airy, and there is always that feature of protection from the hottest sun of mid-summer days."

U.S. GOVERNMENT TEST ON TIRES WAS SEVERE

Treads Put Through Grueling Trial Course Before Acceptance For War Service

Though perhaps every motorist realises how sturdy the construction of serviceable auto tires must be to withstand successfully all the varied strain to which they are subjected, it is only when one knows officially of the gruelling tests which the governments applied in war time before approval that thorough appreciation of their remarkable resistance is available.

We quote from a report of one of the officers of the U. S. Motor Transport Corps as to the nature of these tests:

"The road test was very severe, being over some of the worst roads in Maryland with an exceptionally heavy load of merchandise.

"The chemical test was scientific, the tire being put into a tank of very strong acids and salts and kept therein for forty-eight hours. After the chemical test it was put through what is known as the fire test. This simply means that the tire is put into an oven and baked and the results showed whether or not the rubber was properly cured.

"The overseas test is the most interesting and severest of them all. The tires is put on a spin wheel with an inner tube with a hundred pound air pressure and spun around on a sort of cam shaft at a terrific rate of speed, hitting all kinds of broken metal and glass, tacks and nails, and in fact several sorts of sharp edges that would penetrate through the rubber and fabric.

"All the above experiments required a new pneumatic tire of each make for each test, and the tires were brought at different points throughout the United States, so that the manufacturers would not get specially made tires for tests."

Now Use Big Trucks For Sunday Excursions

New York, April 6.—Taking half the neighborhood out for a Sunday airing is a new use which has been found for heavy trucks, which is expected to be popular during the approaching summer.

A few hours' motor trip over some of the fine boulevards near the congested centers of New England almost any fair Sunday last year demonstrated that this use for trucks had gained a foothold. Pleasure parties by the score found their way to beach or take aboard the big trucks.

Most of the trucks went bumping along at a slow rate of speed on solid tires, but occasionally a big truck, loaded with humanity was seen traveling at a good rate of speed and with as much freedom from jolts and thuds as a passenger car would afford. These were the trucks equipped with United States Nobby Cord pneumatic truck tires. The big pneumatics are revolutionising heavy motor transportation, making long journeys at good speed possible at less expense.

Truck owners who have the genial touch of humanity in their veins may easily find an outlet for this feeling by using their vehicles to give others pleasure, and there is also room for opportunity for truck owners to make money. Normally, business trucks lie idle on Sundays and holidays, when they might well be used for excursion purposes.

PIERCE-ARROW PRICES STAY

Prices of Pierce-Arrow motor trucks and passenger cars will remain unchanged until October 1, 1919, at least, according to an announcement of the Pierce-Arrow Motor Car Company of Buffalo.

Motor Patriotism Played Big Part In Winning War

Many Organisations Perfected For National Defense ---Home Transportation Benefited

By Hugh Chalmers
(Vice-President of American National Automobile Chamber of Commerce)

A great part of the effort made by the United States in helping to defeat Germany fell upon the automobile industry. This was to be expected, since the war was conducted so largely with mechanical equipment and the automobile industry possessed in its hundreds of factories unequaled facilities for quick production in large volume. The hundreds of thousands of employes in the industry were skilled in working and handling alloy steel and other metals; thousands of mechanical and electrical engineers were engaged in the industry, and executives of the automobile companies were accustomed to co-operation, large business, and quantity production.

Immediately following the declaration by Congress that a state of war existed between the United States and Germany, the National Automobile Chamber of Commerce passed a resolution offering the services and all the facilities of its members to the President and the War and Navy Departments in the prosecution of the war.

Before the United States entered the war a number of truck manufacturers had taken large orders for and delivered thousands of trucks to the Allied Governments for use in the war, and Howard E. Coffin had initiated the work of gathering data on the manufacturing resources and facilities of the country. The outgrowth of Coffin's plans and work was the creation later by the President of the Council of National Defense, which organised State Councils of Defense. Under it the Aircraft Board, which later became a separate organisation, started the work that resulted in the development of the Liberty airplane motor by automobile and aero engineers.

Later the Highways Transport Committee was organised, with Roy D. Chapin as Chairman. It performed important work in stimulating the use of the highways in a way to relieve railroad, freight and terminal congestion and encourage increased production and shipment of food. As means to these ends it encouraged the organisation of rural motor express lines, started the return loads bureau movement, and proposed the storedoor delivery system, with the object of reducing congestion at railroad terminals and making transportation of goods and farm products by highway more efficient and economical. The committee also laid out routes from Ohio, Michigan, Illinois, and Northern New York for the trains of army trucks which were driven overland to Atlantic ports for overseas shipment.

For the purpose of bringing about close co-operation between all branches of the automotive industry, the Automotive Products Committee was formed in 1917, with Charles Clifton as Chairman, succeeded later by H. L. Horning. Last Summer Mr. Horning resigned, and C. C. Hanch was appointed chief of the automotive section. He was instrumental in administering the rulings of the War Industries Board, under its agreements with the automobile and truck industries when the demand for war articles and the consequent shortage of metals and other materials became acute, in a spirit of loyalty to the Government and fairness to all companies.

The National Chamber opened branch offices in Washington in 1917 to co-operate with governmental departments and bureaus, and appointed a War Service Committee consisting of John N. Willys, George M. Graham, M. H. Rice, and Alfred Reeves, with Hugh Chalmers as Chairman. It helped to direct the purchasing bureaus to facilities for the production of war materials, and contracts aggregated over $1,800,000,000 at the time the armistice was signed.

Before the end of the war many companies were devoting their facilities entirely to war work and all passenger car makers were endeavoring to comply with the recommendation of the War Industries Board that they get on a 100 percent war basis by Jan. 1, 1919. Motor truck manufacturers had assumed contracts for the production of more than 200,000 trucks for military service and had completed for the Government during the twenty months we were in the war more than 90,000 trucks. At the same time they produced 182,000 trucks last year to serve the civilian needs of the industries and commerce of the country.

The automobile industry co-operated loyally and patriotically with the Government in its war program, and is now endeavoring to get back on a normal peace basis as quickly as possible with the least displacement of labor and disturbance of industrial conditions.

Los Angeles Clears Highways Of Glass

An "anti-glass week" observed by the Automobile Club of Southern California in Los Angeles resulted in the collection of 186 pounds of bits of glass on the streets, each piece of which was a constant menace to motorists.

An average of thirty-one bad smears of tire-destroying substance were removed each day during the week of the campaign. Broken milk bottles, windshields and lamps were the chief contributors to the menace to automobiles.

Although the anti-glass campaign lasted but one week, the Automobile Club has announced that the club will clean glass from the roads anywhere in Southern California, upon a telephone request.

HIGHWAY DEVELOPMENT TO BE SHOWN IN FILMS

U. S. Government Will Distribute Pictures Showing Road Work In America And Abroad

Holding that sound highways development is a question of basic importance to the people of the United States, officials of the Visual Instruction section of the Department of Interior are perfecting plans for an international distribution of slides and motion pictures depicting road construction and the benefits to be derived therefrom.

The work is under the charge of F. W. Reynolds, associate director of the educational extension division, who is assembling as his aides some of the best known authorities in the United States in all branches of visual instruction from the first preparation of the film to its introduction to the smallest school, church or club in the smallest community in the country.

"Thus in the case of highway development," said Mr. Reynolds, "we can first show road making in France under fire, the difficulties of transportation, etc., and then branch from that into road construction as carried on in the United States with 'cut-ins' showing the results of road improvement as interpreted by the eye, the surest educational sense we have.

"Unfortunately our funds do not permit us to enter into an extensive film making campaign, hence we are calling upon the National Automobile Chamber of Commerce and other associations which may have films on this subject to loan them to us.

"Later as the value of this work becomes apparent we expect to have feature films prepared and offered for use after Government inspection. These will always be available to any community desiring them, free of charge.

"In the meantime we are making arrangements to make use of slides which Government agencies have on hand and will extend this as rapidly as we can procure new films.

"It is also our plan to interchange highway reels, for example, with Great Britain, France and other countries in order that our people may see what they are doing and to give them the benefit of our work."

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In future, the Dunlop Company, to enable their clients to obtain the utmost service from their tyres will retread or repair all Dunlop Tyres at a discount of 50 per cent.

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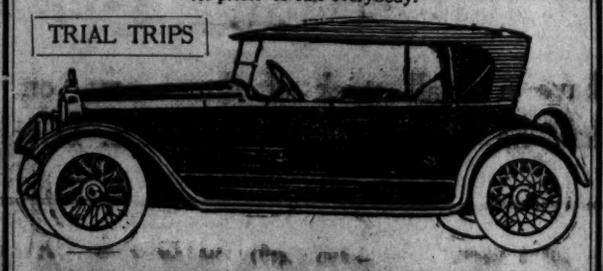

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ORDER YOUR NEW TOP NOW. There is more work this year on the millions of used cars that must be made sightly and serviceable than top makers can possibly do. To avoid disappointment see your top maker to-day—and specify Rayntite.

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Piston Rings Big Factor For Efficient Operation

Hundreds Of Types, But Few Used Generally; Should Be Examined Before Fitting

When one stops to think of the work that piston rings really have to perform these little parts loom up as a big factor in efficient engine operation. The piston rings are springy rings of iron which pack the piston and are supposed to make a joint between piston and cylinder which will be so tight that gas cannot pass and at the same time be so free that undue friction will not be produced. On the face of it these seem like opposed qualities. In a sense they are, because if the rings were so tight as to prevent the smallest amount of gas or mixture from leaking past they would at the same time cause too much friction against the cylinder wall. Upon the goodness with which rings fit the piston and cylinder depends the retention of compression, the completeness with which the cylinder is filled with gas, the power produced by the engine, the extent of carbonisation due to burning oil and also to a large extent the economy of operation of the engine. It is vitally important to the car owner therefore to know something about piston rings and how they are fitted, for fit of the ring in the piston and cylinder is the clew to a great many ills.

There are hundreds of types of piston rings, but in general use today there are perhaps only a dozen. Of this number two are in ordinary use. These are called respectively the mite or diagonally split and the step joint. These refer to the method of cutting the ring ends, because much of the trouble from leakage is due to space allowed for leakage at the ends of the ring.

In addition to these two types of rings there are any number of makes of special rings which are designed to overcome the major deficiency of the two named, i.e., leakage at the end. In every case some patented means is used for doing away with a space of any kind so that the ring as it fits in its grove completely seals the cylinder. The piston ring itself must be accurately fitted to the piston and in the cylinder in order that a gas tight joint be had. If this is not done, regardless of the type of ring, there is bound to be trouble from oil and gas leakage.

Ill-fitting piston rings allow, as previously mentioned, the mixture to leak down into the crank case. At the same time this mixture carries with it a certain amount of water, which contaminates the oil. Also the lubricating oil working up past the piston ring causes an appreciable carbon deposit and misfiring due to shortening of the plugs and kindred troubles.

Before new piston rings are fitted the engine interior should be thoroughly cleaned of carbon, because carbon is an abrasive and has a cutting action on the bearings cylinder walls and pistons.

Before fitting new rings the cylinders should be examined and measured. If found out of round, warped or scored, they should be reground and overdiameter pistons and pistons rings installed. Piston rings must have uniform wall pressure of sufficient strength to maintain a bearing against the cylinder walls during every operation of the piston. Rings that will assume the shape of the worn or warped cylinder do not have the necessary wall pressure and may collapse under the force of the explosion.

After cleaning the ring grooves of carbon it is of the greatest importance to make certain that the side of the grooves are true. Grooves that are V-shaped, staggered or have round corners should be turned to permit using the next width ring, which may be had from any dealer.

Do not expand the ring over the piston until trying it in the groove to which it is to be applied. Roll the ring all the way around the ring groove and see that it enters the groove freely but not too loosely and deep enough so that it extends below the piston face at every point. If the ring grooves are too shallow before deepening them see that the corners are clean. If the ring binds on the sides of the groove look first for carbon; if none, rub the ring evenly on fine emery cloth on a smooth flat surface until the desired fit is attained. Each ring should be fitted to the groove in which it is to be placed. Expand the ring to be used in the bottom groove. Insert three or half inch by six inch skids, cut from an old saw blade or any other light, pliable metal, one under each end of the ring and the third at the back. Slide the rings down over the skids. Install the bottom ring first, and so on from bottom to top until all are in place. Oil well and rotate in the grooves to make sure that all dirt and foreign matter are removed.

Bear in mind that a certain amount of clearance must be left at the ring ends, and this clearance must be maintained when the rings are in position in the cylinder. In checking this clearance in a diagonally split ring compress the ring as much as possible while it is in its groove and measure the clearance at the ends. This will vary with the size of the ring, but usually it is 1-32 of an inch. The same clearance should be allowed in a step joint ring. In special rings provision is made for this clearance. Some owners in fitting rings imagine that if they are tight they will fit better. It is easy to see that if the ring is tight when the metal is cold it will become considerably tighter when it gets hot, and the result will be a stuck piston ring, which is not an uncommon cause of loss of compression and power. In order to avoid this condition the ring must be free in its groove and yet no up and down play must exist.

Columbia Dry Batteries

Strength and Reliability

are of paramount importance in batteries. Both of these features are to be found in the **Columbia**. For all-round service they are positively unequaled.

If you need dependable current to run your motor car, give the **Columbia** a trial. You will never regret it, and we are sure you will become a **Columbia** enthusiast. They are suitable for either heavy or light work.

If you are looking for current to ring bells; operate telephones and signals; light lanterns; ignite tractors or motor boats, use **Columbia** Batteries.

Look for the Eagle Trade-Mark; it is a guarantee of efficiency and service.

The Fahnestock Spring Clip Binding Post, shown in the illustration, is a **Columbia** feature that sells batteries. With this Binding Post it is simply a matter of pressing down the spring and inserting the wire—and the connection is made.

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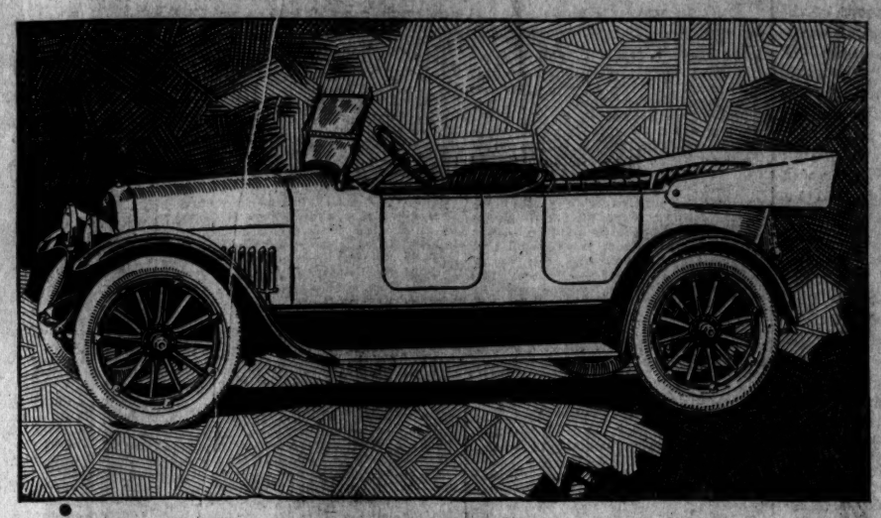

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The upkeep is economical, and the petrol consumption is not only exceptionally low, but this new model is furnished with a carburetor designed for the cheaper grade of petrol known as "POWERIN," thus effecting a considerable saving to the owner.

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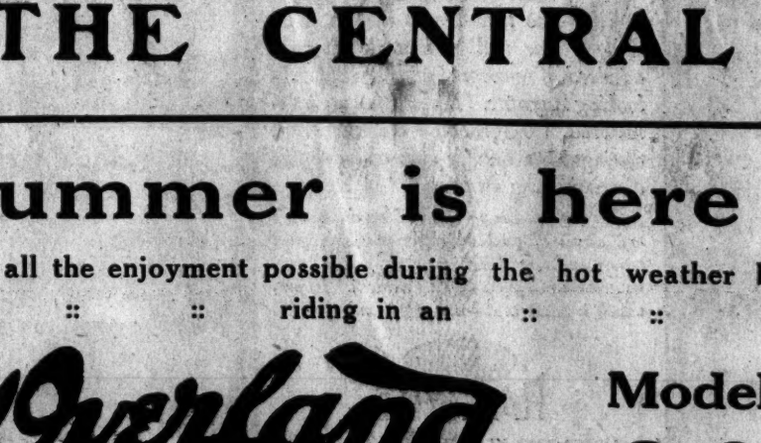

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There's A Reason For Gears, And You Should Learn It

By H. C. Brokaw

Perhaps you have wondered why it was necessary to change speed gears on a hill. It may be you have thought it a useless custom and have tried to take hills on high, regardless of what it does to your motor. If so, pause long enough to learn the why of speed gears on the car and the reason why second, or even first, speed is necessary in hill climbing. It may save you fuel and upkeep charges.

If automobiles were driven entirely on smooth and level roads at an even speed there would be no need of a gear case; all that would be needed would be a clutch to connect and disconnect the engine from the road wheels. No other device would be needed to meet the conditions of smooth, straight roads, where speed is possible and desirable. But for sandy roads and steep hills, if there were no change speed gears, it would be necessary to have a very high power engine under the hood and the maximum of such power would be used only at rare intervals. At all other times the motor would be very wasteful in operation.

A gasoline engine does not operate efficiently at low speed; to get economical power it must be run at comparatively high speed. On a heavy grade or a sandy road it is not speed but power that is needed, and if the engine does not develop it under the slowed down conditions of the grade or heavy road, it follows that the motor must be speeded up and run at high speed. The only way to accomplish this is to introduce a device which will permit the engine to run at normally high speed to develop the power and to transmit this power to the road wheels at a lower speed. This device is called the transmission gearset.

This gearset is merely an arrangement of gears on parallel shafts, which permits a selective meshing at varying ratios, so that without decreasing the engine speed a lower speed is transmitted to the drive shaft. Most persons are familiar with the principle of reducing speed by gears in machinery. The gearset usually is arranged for three speeds—low, intermediate and high forward, as well as reverse.

The high speed gear is known as the direct drive, which means that the propeller shaft, leading from the transmission case to the rear axle, is directly connected to the engine shaft and makes the same number of revolutions.

The intermediate speed gear will probably give about two revolutions of the motor shaft to one of the propeller shaft, while the low speed ratio is 3 or 3½ to 1. The reverse gear is usually a trifle lower, or about 4 to 1. These figures will vary in different cars, but are approximately correct.

Besides the transmission gear reduction there is a reduction at the rear axle, through the differential gears, ranging from 3 to 1 to 5 to 1, with the usual figure not far from 4½ to 1—that is, the propeller shaft makes 4½ revolutions to each one revolution of axle and road wheels.

Probably it will give some idea of how the power is increased by changing to a lower speed if we take, as an example, a car with a four-cylinder engine, with wheels equipped with 34-inch tires, and with a reduction at the rear axle of 4½ to 1. With 34-inch tires the car will travel forward approximately 9 feet with each revolution. If the car is being driven on high speed gear, for each 9 feet of travel on the ground the engine shaft will make 4½ revolutions, and as there are two power impulses to each shaft revolution of a 4-cylinder engine there will be 9 power impulses, or 1 to a foot.

Changing to the intermediate speed gear, and assuming that its reduction is 1.8 to 1, in addition to the 4½ reduction at the differential a total of 8 to 1, there will be 16 power impulses for each 9 feet of travel, or nearly 2 a foot. This should make it clear that by shifting the gears and increasing the number of power impulses we have nearly doubled the pulling force exerted.

On the low speed gear, with a reduction ratio of 3.2 and the 4½ reduction of the rear axle, a total ratio of 14½ to 1 is obtained, which gives 29 power impulses for each 9 feet, or more than 3 to a foot.

With a 12-cylinder engine there are 3 power impulses for each revolution of the crankshaft, and with 36-inch tires there would be approximately 9½ feet of travel each revolution. With a 4½ ratio on the differential, on high speed gear we would get 27 power impulses for 9½ feet of travel, or about 3 each foot; on intermediate speed gear there would be 48 power impulses, or 5 each foot; and on low speed gear 97 power impulses, or 10 each foot. This does not necessarily mean that a 12-cylinder motor is more powerful than a 4-cylinder; that depends on other things, and the 12 explosions might develop much less power than the four. But comparative pulling power of the several gears is the same no matter how many cylinders there are.

It should be plain from this time that in climbing a hill where the grade is so steep that the motor cannot make it on high speed gear, with one power impulse each foot of travel, it is possible to change to intermediate and obtain 2 power impulses, or to low speed and 3.

Grades usually are overestimated. We often hear persons speak of 30 percent grades, when it is doubtful if they ever have seen a road with that grade. The reason for overestimating hills is that in looking up a grade the distance appears to be much less than it is really; we seem to see a great rise in a short distance and of course conceive of a steep grade. If the eye properly judged distance with height we would know that perhaps it was but a gentle slope.

When going down one grade and about to start up another invariably the one ahead seems to be very steep, because here we have even a greater angle of observation. It is like estimating the height of waves at sea. The unaccustomed eye, when the ship's bow goes over the crest of a wave, sees the mast tops apparently on a level with the next wave and at once calls the wave 100 feet high, because it is compared with the height of the mast. The angle of the mast was wholly neglected.

Sometimes when touring the motor appears to be pulling fine on an apparently steep hill, while at other times the opposite is true and the motor labors on what we think a slight rise. The reason lies in the wrong estimate in each case. The eye has led us to jump at a conclusion by observing the grade at a wrong angle.

In figuring the precentage of a grade it should be remembered that a 100 foot rise in 100 feet horizontal distance gives an angle of 45 degrees, but it is a 100 percent grade.

While we are likely to overestimate grades care should be had that we do not overestimate the pulling power of the engine on grades. One should learn to shift gears handily and then give the engine a chance. It will add for longer life for the power plant, and the minute or so longer spent on the hill will not make much difference in time of reaching our destination.

THE NEW CLEVELAND

The new car to be built in Cleveland, Ohio, which is to be called the "Cleveland," was shown for the first time a week ago to 112 Chandler-Six dealers who gathered at the factory from every state in the Union and from Honolulu, Havana, South America and Norway.

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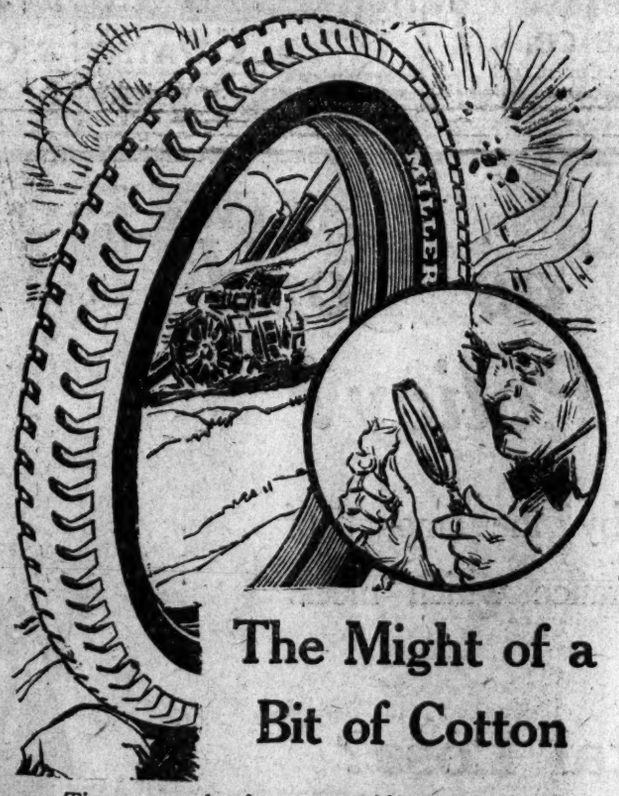
LIBERAL CONDITIONS AND MODERATE RATES



The Might of a Bit of Cotton

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This wisp of cotton twisted into a thread, and aided by hundreds of others just like it, is called upon to withstand the blows and shocks of a speeding car, which scientists tell us are more than equal to the impact of a twelve pound shell.

And nature has made cotton able to do its job well.

As long as it retains its natural wax and oil, these cotton threads are wonderfully strong and will retain their strength indefinitely. But take out this wax and oil and they become weak and lifeless and ready to quit at the first blow.

Miller Tires

GEARED-TO-THE-ROAD

—are cured or vulcanized by a process which retains all of this wax and oil.

This process explains why Miller Tires wear so well—why Miller production has increased from nothing to over three thousand tires per day within five years' time.

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"Four-Cylinder Perfection"

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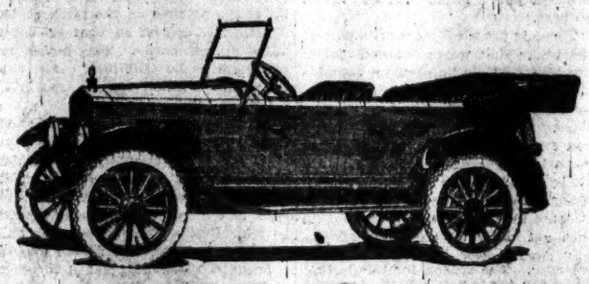

Manufactured in the same factory as the famous Hudson Car

A REAL CAR must always be new. An exceptionally stiff frame with tubular cross members at either end assures the Essex against the rocking stresses of rough roads. Hard service cannot loosen the joints of the body nor twist the radiator. Every moving part is provided with lubrication and adjustment to take care of the inevitable wear. Even such unusual places as springbrackets and shackles have a positive adjustment for taking up any looseness.

THE RIDING QUALITY of an automobile resides in the springs. Weight and wheelbase have little to do with it. Road inequalities are the same, no matter what may be the size or length of the car. The springs of the Essex are as long and as flexible and as carefully designed as are those used under large and heavy cars and they give as good results.

THE SEATS are used more than any other part of a car. The position of the driver, who is usually the owner as well, is largely fixed by the necessity of commanding the pedals, levers or steering gear. It is, then, of the most importance that the seats, particularly the driver's seat, be ample and well proportioned. With these ideas in mind the body was designed from the standpoint of comfort. Every control is conveniently placed.

NO USELESS WEIGHT is carried by the Essex car. This, in conjunction with the efficient handling of fuel, further contributes to the exceptional gasoline mileage and performance of the Essex, and assures long tire life.

THE STURDINESS with which the chassis is constructed makes depreciation small. The Essex is a low-priced car to operate. It has the dignity that comes from power and poise. It will continue to operate smoothly and quietly with an acceleration and flexibility that will inspire the pride of ownership. It is in keeping with one's ideas of economy, and good taste.

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SEE AN ELECTRIC DRIVE AT WORK ON BATTLESHIP

Automobile Men Inspect Installation Comparable With Owen Magnetic Car System On Fighting Craft

New York, April 6.—Lieutenant Commander R. W. Clark, U. S. N., superintendent of ordnance at the Brooklyn Navy Yard, entertained members of the Owen Magnetic Sales Corporation aboard the new superdreadnaught New Mexico recently to show them how the principle of electric drive used in the Owen Magnetic car is applied most successfully to the navy's crack ship. The visitors were shown how a 27,000-ton monster was controlled by four small levers, and also just how the installation compared with that of the car.

The navy man's guests were Fred J. Titus, sales manager; Walter Ramsay, wholesale manager, and Captain Fred Crooks, late of the ordnance department of the United States Army.

The New Mexico is an oil burner with turbine engines and the electric drive. The men aboard say she has it over any other ship in the world for simplicity, cleanliness, quiet and lack of vibration, and all because she is electrically controlled down to the very last mechanical detail.

She will do twenty-two of the smoothest knots ever reeled off by a ship because of her electric drive, and electric control also takes care of the fire of her guns, her fire control instruments, her ammunition and shell hoists, her kitchen and even the condensers that convert 37,000 gallons of salt water into fresh every twenty-four hours. She is a great electric power house with everything so thoroughly co-ordinated that one can do a multitude of things by simply pressing a single button. And everything is certain in its action—it must be certain, because the lives of 1,400 men and the safety of a $20,000,000 floating fortress depend at all times upon this certainty.

The visitors spent most of the time below decks looking over the installation that cost $3,000,000, and comparing it unit by unit with the drive of the car, which is identical in principle. The absence of heavy shafting and connecting rods and tons of steel for other parts eliminated from the ship by the electric system, corresponded to the absence of clutch and gears in the automobile. The lack of vibration and the general quiet of operation were alike in ship and automobile because of the elimination of clashing gears and the introduction in their place of the smooth and quiet application of power to the propeller shafts through their respective magnetic fields.

After the inspection was completed somebody asked the lieutenant commander if the system always worked. His crisp reply was:

"It works at all times. If there was any doubt about its ability to deliver the goods all the time, the United States Navy wouldn't have it."

PERFORMANCE IS IMPORTANT THING

What Will The Engine Do And For How Long A Time?

"Performance and endurance are the two important things in an automobile engine," says J. B. Hulett of the Brady-Murray Motors Corporation, distributors of Chandler Sixes.

"We have been talking about these two qualities in our six cylinder engine for six years. During that period thousands of Candlers have been sold. Had we let our enthusiasm get the better of us just because we build our own engines, and had we claimed too much for them, we probably would be explaining things now. But Chandler owners are just as enthusiastic as we are. They know because they have tried the them out.

"After the average owner has been out in his car and has tackled some of the famous hills and some of his friends' cars a few times he will discover that after all it is the 'punch' the car has that appeals to him most. Of course he likes style and comfort too, but the greatest satisfaction comes from not having to worry about hills, the getaway in traffic or the neighbor's effort to 'show you up' on the straightaway. When all look alike to you, then you are getting the greatest satisfaction, provided, of course, the engine has the other necessary quality, endurance, of which I have spoken.

"Since the show many persons have come to our showroom either to buy or inspect Chandler cars. These persons primarily were interested in what the engine could do, how it was built to do it and how it stood up to its work. First of all they found it was built with great care and mounted in such a way on a solid cast aluminum base extending solidly from frame to frame that perfect rigidity was given and the engine was saved from the rack and stress of the roadway. Other features that interested them were the Bosch magneto, the crank shaft running in unusually large bearings and the great accessibility of all the working parts.

"And invariably these visitors not only wanted the proof that the engine would perform well, but also that it would endure well. The experiences of the war apparently have taught everybody the value of building for permanence."

Sees Record Production

"Automobile production cannot be restored to the pre-war basis before July 1," says William C. Poertner, president of the Poertner Motor Car Company. "But from that date on to January 1, 1920, American automobile makers will build more cars than in any previous six-months' period, not even excepting the last half of 1917, when the greater part of a record annual output of approximately 1,800,000 passenger cars were manufactured."

And Now—The Motor Restaurant!

New York, April 6.—One of the features of the parade of the 27th Division was the appearance of the Police Department's new traveling restaurant, which preceded the parade by an hour and distributed sandwiches, coffee and apples to the wounded soldiers in the stands along the street. This truck worked from 6:30 in the morning until late at night under the direction of Lieutenant Ahearn and five patrolmen, and distributed not less than 18,000 sandwiches. Five times the wagon was replenished.

The appearance of this restaurant truck was due entirely to the generosity of Deputy Police Commissioner John A. Harriss, who not only gave the refreshments, but presented the truck to the Police Department as well. Dr. Harris has always been keenly alive to the discomfort suffered by patrolmen under holiday conditions and during severe weather, where their regular hours are considerably lengthened and their meals few and far between. With a view of bettering these conditions, he ordered a Packard three-ton truck, upon which chassis was mounted a complete lunch wagon body 21 feet long and 7 feet wide. This is completely equipped as a traveling restaurant, having a coffee machine and pantries, which insure warm meals under all conditions. There are twenty seats inside and in cold weather the interior may be heated by radiators connected with the exhaust manifold.

It is Dr. Harriss' plan to send this wagon around the city feeding the traffic policemen and other members of the force who would otherwise have to stand long beats without any refreshments. It is needless to say that the patrolmen are delighted with the Commissioner's generosity and throughfulness, as the entire expense came out of his own pocket and is proof of his sincere interest in the comfort of the members of the force.

Systematic Care Needed For Brakes

There are only two kinds of brakes —hand brakes and foot brakes, or service and emergency—but there are many kinds of brake trouble. However, the best thing about brake trouble is that it can be "fixed" at usually a small cost.

When a brake works properly it takes hold gradually but effectively on both wheels and will bring the car to a full stop without the driver's pushing the pedal all the way down or bringing the hand lever all the way back. It must not grab for that will slip a wheel causing skidding and damage to the tire. It must not slip with the pedal all the way down or it won't hold on a steep grade. In case of an accident involving personal injuries a poor brake makes a bad witness.

There is practically only one part of the brake that wears out and that is the lining. This lining is an asbestos fabric that is not affected by heat or by water and will last a year or more, depending upon how hilly a country you drive in and how much you slow down before applying brakes. This lining rarely wears out uniformly all the way round the brake band. Why? Because in most cases the brake band does not draw up uniformly all the way round the drum with equal pressure. The reason for this is that when the car is new and all the brake levers and the brake band supports are tight and snug, it is impossible to ascertain to a nicety the proper amount of slack to leave at different points. Therefore, after the car has been driven five hundred miles or more the brake should be examined and adjusted; also, as the car is used the brake levers may work slightly differently in one case than in another. It very often happens that a brake band wears almost through near the end while the center of the band shows little or no wear. This can be avoided by proper adjustment of the nut on the lower end of the adjusting bolt.

The foot or service brake receives more wear than the hand brake, hence may require more frequent adjustment to take up wear and more frequent relining. Sometimes a foot brake will go all the way down without becoming effective. In such cases, if the linings are good and the bands are properly adjusted, the brake rod needs shortening (by means of turnbuckle).

Of course the emergency brake must be in good order and be capable of bringing the car to full stop on grades, but also it must "stay put." Sometimes the notches on the latch sector become rounded off so that the lever will fly back easily. This makes an uncertain brake that may cause embarrassment if not serious trouble at a critical time.

As a car grows old brake bands, cross rods and other parts acquire looseness and consequently a greater tendency to rattle and make a noisy car. The remedy is to renew bushings and pins where possible and to be sure that all the springs are still on the job. Often the forked end of a brake rod can be pinched together so that it will be tight where it connects to the brake levers, thus eliminating a rattle or two.

Tight joints, a little oil or grease where needed and an occasional adjustment is the difference between good quiet brakes and the other kind. The only way is the best and safest way; that is, to keep the brakes properly adjusted for wear and to renew linings periodically.

Puts Service Stripes On War Warn Dodge

U. S. Artillery Colonel Pays Tribute To Car's Fine Work

Colonel Dewitt C. Weld, who returned recently from France to America in command of the 105th Field Artillery, 27th Division, says: "One of the most interesting things was the way my motor car, a Dodge sedan, stood up. It was assigned to me by the government and bore the number 16,497.

"I traveled in it from the St. Mihiel sector and along the Meuse region, and throughout several other places where we had engagements, for a total of 7,500 miles. It stood the most severe tests of high hills, deep ravines, going along roads that had been dug up by shells. The machine never broke down and could be depended upon at all times. The very last day of the war, when about 500 yards from the front lines —I had often taken the car as near as that—a shell landed a few yards away, wounding two men and shattering the glass shield of this car.

"In keeping with the occasion, I had a wound stripe painted on the right side and a service stripe on the left side. Unfortunately I had to leave the car in France. Me for a Dodge when I get back to civilian life."

This statement was made voluntarily and seemed to spring from Colonel Weld's mind as one of the things that had most impressed him during the war. He said that a number of these Dodge cars were in use on the front and had a remarkable reputation. Colonel Weld is president of the firm of Weld and Suydam, Inc., whose offices are at 50 East Forty-second Street.

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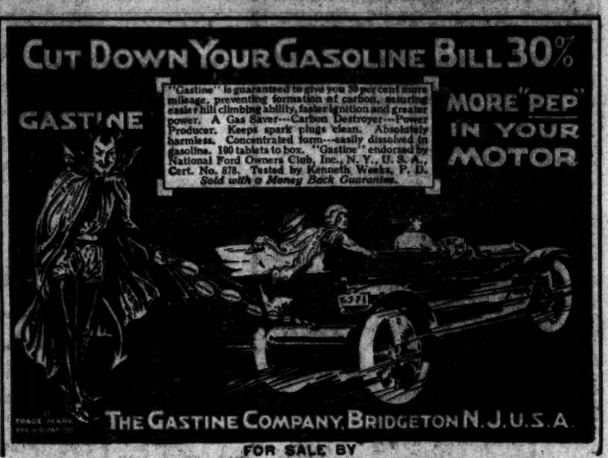
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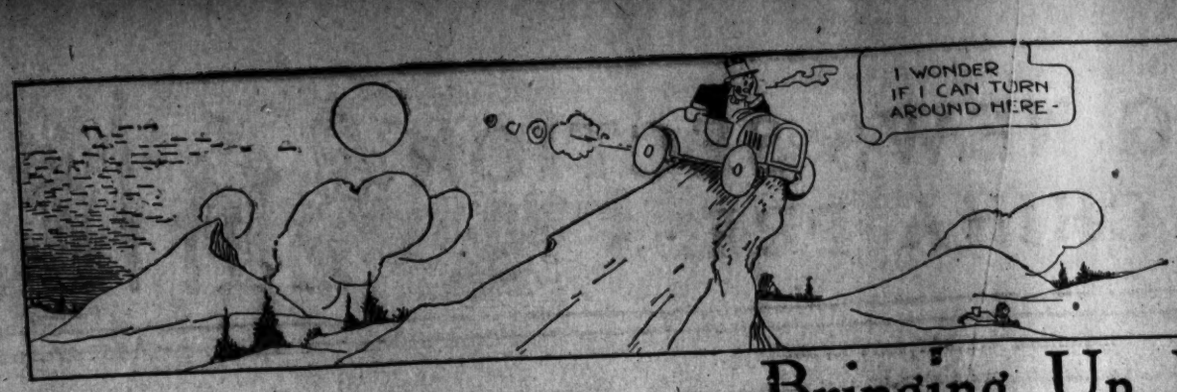

Sporting and Comic Picture Section
Sunday, May 18th, 1919

Bringing Up Father

SPORTING NEWS SECTION
THE CHINA PRESS

SHANGHAI, SUNDAY, MAY 18, 1919

FIRST REGATTA PROGRAM ISSUED

Season's Opening Event To Be Held May 31 And June 1

SPECIAL TRAINS TO RUN

Keen Training For Contests Being Carried On On Whangpoo

The following is the program for the Spring Regatta of the Shanghai Rowing Club, which is to take place on Saturday and Sunday, May 31 and June 1.

Saturday
- International Junior Pairs.
- International Fours.
- Sailing Race.
- Motor Boat Race.

Sunday
- Motor Boat Race.
- International Pairs.
- Club Fours.
- Junior Sculls.
- Sailing Race.
- International Eights.
- Sampan Water Polo.
- Junior Senior Fours.
- Motor Boat Race.

There will be special train arrangements for members and intending spectators, details of which will be announced in due course.

Members and the general public who require houseboat berths are advised to make early application to Mr. Macdonald, the honorary secretary of the Club. Stations for houseboat moorings will be allotted in the order in which applications are received by him.

From the foregoing schedule of races it can readily be seen that an interesting and well varied program has been gotten up by the committee, and it is safe to say the members generally and the intending competitors in particular will give the forthcoming Spring function their enthusiastic support and make the regatta, the first one to take place after the close of the Great War, an unqualified success. Training is going on with great keenness daily, and the remaining ten days or so of active work before the boats leave for the Henli course will be busy ones for the competing oarsmen.

The Whangpoo is a hard school for rowing men. Exposed as the river is to every breath of wind which finds Shanghai, it's surface is often so disturbed that the slightest faults in swinging or timing are exaggerated by a light racing boat to an almost ludicrous extent.

Under such trying conditions, the English Eight are steadily and surely working towards proficiency. They are not a particularly heavy-or strong-pulling crew, but this is more than balanced by their style and timing, which promise to be excellent.

Faults can be found with any team. The most noticeable with the English boat occur during the swing forward. They finish well, getting hands and arms cleanly away but, when shoulders and bodies follow, there is a tendency to lose balance. This is due to the swinging of the heavier men, who, in coming forward, fall in straightness. A good "beginning" is therefore occasionally spoilt, especially in bough water.

Another fault which can and should be eliminated is that of "cocking" the feather. This is more marked towards bow end, although Bow, himself, is not guilty.

The style throughout is mainly good, as are the spirit and condition of the crew. They also possess a just appreciation of the value of unity and a healthy capacity for work.

The World Eight, which will be composed of the Danish, and Scotch-American Fours, have not been out together as yet. They have excellent material and if they get together the race against the English Eight should prove to be an interesting one.

The Danish Four, composed of Messrs. Andersen, Brussendorff, Aagersen and Jensen, have been practicing regularly all this week and are showing good form. They are a crew decidedly to be respected.

The English Four has had several changes and although it is getting near to the Regatta the positions are not definitely settled even yet. As all the members are rowing together in the Eight, however, it is not of such importance as would at first appear.

It is unfortunate that both Scotland and America have been unable to put in fours, but as a result they have combined into a Scotch-American boat composed of Messrs. Haskell, McIntyre, Grant and Merrill. Both

(Continued on Page 3)

Smiles from the Mixed Court

The portly and prosperous looking party waddling down the street ahead of Chung Kung-zian paused suddenly and burst into a succession of sneezes which agitated his plump person immensely. He shook himself together, turned the corner and disappeared and then Chung noticed that the violence of his seizure had caused the worthy burgher's wallet to shake itself out of his pocket to the pavement.

"Here's where I give this poor old asthmatic duffer a pleasant shock," thought Chung and stepped briskly forward to retrieve the fallen property for its owner. Before he could reach the spot a figure shot out of an alleyway, scooped the pocketbook off the sidewalk and stood turning it over curiously. As Chung came up the newcomer registered embarrassed surprise, then smiled nervously and continued hefting the shining leather purse.

The purse, like its owner, was plump and prosperous looking. The stranger called Chung's attention to this fact. He regarded Chung with a speculative eye, meanwhile gently shaking the wallet, from which issued a faint musical chinking. What had they better do about it, he inquired of Chung. Chung said he thought they ought to return it to the man who had dropped it. But the man had disappeared, said the stranger. Chung looked round the corner and saw that this was even so. But probably the loser, discovering his loss, would be back soon, he suggested. The stranger regarded this as doubtful. Then he became confidential. He took Chung aside and coyly suggested that they divide the contents of their find. Of course, he had been the actual finder, but then Chung had been such a close second that it was only fair he should share.

Chung's conscience refused to be brought into line with the proposal. Well then, suggested the persistent stranger, the only thing to do was to hold the wallet until the loser advertised for it. For the recovery of so fat a wallet there would doubtless be a gratifying reward offered. He opened the leathern case just a wee bit and Chung had a brief vision of many bank notes and something which glittered insinuatingly. Yes, obviously there would be a tidy reward offered. Very well then, the stranger would turn the whole thing over to Chung, and when the bounty was collected they would split it two ways. Of course, said the stranger apologetically, he trusted implicitly in Chung's honor, but then—just to make it businesslike—some pledge now—say about $2?

This seemed fair enough to Chung and he dug two silver dollars out of a pocket and took charge of the pocketbook. The unknown bade him a courteous goodby and said he must be going and Chung stepped over to his shop, which was nearby, and opened the wallet to take inventory. Inside he found a sheaf of neatly cut blank paper, just the size of bank notes, and an interesting collection of shining iron washers.

Chung's wail of astonishment brought his two apprentices scrambling out of the rear of the shop. Rapidly and picturesquely he told of his victimisation by this ancient dodge and so vividly did he describe his deceiver that the two apprentices, dashing down the street and through several likely looking alleyways, bagged the smooth stranger before he had gone a hundred yards.

Thus Chung got his $2 back and Lieu Auh-voong, the obliging unknown, got eighteen months, after refusing to disclose the name of the portly gentleman who so artfully dropped the purse.

Daylight Saving Note

Daylight saving has its disadvantages too. A couple of nights ago a C. P. C. while traveling beat noticed that Ong Kyung-sung's shop was open and doing business after all other shops in the district had complied with the municipal regulations by closing their doors.

Ong explained to the Court next morning that his clock had stopped early in the afternoon and he had set it according to the timepiece of a neighbor. How was he to know that this neighbor was a reactionary who refused to conform to the general acceptance of summer hours. The court held that in a town so prolific in clocks as Shanghai Ong's ignorance of the correct time was not excusable and assessed him $2.

INDOOR SPORTS By Tad

AND THIS IS A CHINESE GOD MADE OF CHERRY WOOD — IT IS NOW 300 YEARS OLD — EVERY 100 YEARS IT LOSES A BIT OF WEIGHT — THAT IS HOW WE TELL THE AGE OF IT
ISN'T THAT WEE-MARKABLE — MAH WOID
IF IT GETS ANY LIGHTER THAN THE SAP SHES TALKING TO IT WILL HAVE TO GO SOME —
AT THE END OF 6927 YEARS I GUESS IT'LL BE 39 POUNDS LIGHTER THAN A TOOTH PICK
INDOOR SPORTS
LISTENING TO A CURIO COLLECTOR TRYING TO EXPLAIN TO A JAP THE VALUE OF A NEW PIECE SHE JUST BOUGHT
TAD

At The Theaters

In general the coming week's offerings in the world of filmdom are of more than ordinary merit and several of the pictures that are to be shown are of premier quality.

The strong dramatic play "Moral Suicide" which has scored rather heavily is to be seen for the last time tonight at the Apollo following this afternoon's matinee at which episodes of the serial, "Hands Up" will be presented.

"The Test" with an array of screen luminaries opens tomorrow night at the Apollo and will run for three nights. It is a five-part Pathe picture which has been heralded widely as a great production. Included in the program are "The Adventures of Peggy," which will be found to be most spectacular and decidedly novel, as the scenes include pictures of an active volcano. Lonesome Luke appears also in a comedy called "Nothing But Trouble" and current world news events are to be shown in the Pathe American Gazette.

For those fond of thrills the Olympic program beginning Tuesday and running for three nights is suggested. The feature offering of the bill will be the Triangle picture, "Hell-To-Pay-Austin," which, as the title suggests, is filled from beginning to end with swift action and hair-raising situations. With the feature will be shown also a sparkling comedy, another Triangle production, which bears the title, "Madcap Ambrose."

"The Romance of Tarzan," giving in a completed narrative the concluding parts of that great story, will be shown for the last time at the Victoria theater tonight. Opening tomorrow night at the Victoria the screen version of one of Rex Reach's greatest stories, "The Auction Block," will be offered.

A. W. COX DIES IN LONDON

(Reuter's Agency War Service)

London, May 5.—The death is announced of Mr. A. W. Cox—"Mr. Fairlie"—the owner of the winner of the Derby in 1910, Lemberg, and of Gay Crusader, which won the substitute Derby in 1917. His death renders void the nominations of Manilardo and other horses for the two Thousand Guineas and Derby this year.

SWIMMING SEASON GETS UNDER WAY

Opening Of Rowing Club Tank Is Preliminary; Hope For Interport Events

The opening of the Rowing Club's tank is more or less synchronous with the active commencement of our local natatorial season. Yesterday was the first day this year that the tank was ready for the plungers, the delay being due to the necessity of making sundry small repairs in the cementing and tile work of the flooring. The sides of the tank have received a new coat of paint and the distance markings have been renovated.

It is expected that the forthcoming season will be a record one for swimming in this city, as now that the war is over it should be possible to resume the series of interport events with Hongkong. It is stated that the swimming experts and water polo specialists of the Southern Colony are anxious to try conclusions once more with the Model Settlement, and it ought to be the business of our local swimming enthusiasts, under the aegis of the local Amateur Swimming Association, to oblige the crown colonials. Most of the 1918 crowd are available again this year, as regards local material. Possibly a few, such as H. D. Rodger, will be absent, but against that several have returned from the front, notably Jim Allen, an old-timer in the distance championships, who, it is to be hoped, will feel none the worse for his wounds when he takes the water again. It will doubtless be near the end of the month of May, say after the Spring regatta is brought to a conclusion, before swimming is really taken up with enthusiasm; and it will be a month or so before the annual summer series of competitions is gotten under way by the new bath committee, but in the meantime the tank will assuredly be a source of keen pleasure to both the active competitors and the "constitutionals."

New Manager For Shanghai Garage Co.

Mr. Leon Friedman, who for a number of years was connected with some of the leading automobile concerns in America, has secured an interest in The Shanghai Garage Co., Ltd., operating the Star Garage, on Bubbling Well Road, and the Eastern Garage, in Soochow Road. Mr. Leon Friedman will act in the capacity of general manager of the company and his brother, Mr. Max Friedman, will have charge of the sales department. Mr. Friedman is well known in Shanghai as he was here two years ago, as manager of Miss Katherine Stinson, the young American aviatrix, and just terminated a tour in the leading cities in Japan and Philippines, as manager for Miss Ruth Law, another American aviatrix, who just passed through Shanghai on her way back to the States. Mr. Friedman is now securing several new agencies of leading American and British motor cars and accessories also aeronautical agencies from leading aeroplane manufacturers abroad.

PICKED TEAMS PLAY CRICKET

Event Between Shanghai And 'A' Company Clubs Is Postponed

The game advertised for yesterday afternoon between the Shanghai Cricket Club and "A" Co. (British) S.V.C. had to be abandoned on account of the Rifle Association meeting and in its place two teams captained by Mr. R. Grimshaw and E. G. B. Lover turned out.

Mr. Grimshaw, winning the toss, decided to send in Middleton and Pentycross to face a very sticky wicket with Read opening the bowling to Middleton at the north end. Middleton opened the scoring after the second ball of the over but at the change Pentycross retired, Anderson joined Middleton and stayed till the score reached 11, when he was neatly caught and bowled by Read. J. M. Pearson then joined Middleton and a good stand was made by these two, although through bad fielding many lives were given both players, till a hot return from Lover sent Pearson back to the pavilion with 22 to his credit and the score standing 71-3-22. Cushnie after a short stay was run out and Cooke, taking his place, partnered Middleton for three overs when the latter was caught in the long field by Wavell to Hansell's bowling. (87-5-51). Smeaton joined Cooke and the two stayed till wickets were drawn on account of the rain—the score standing at 101 for 5 wickets.

Read, of all the bowlers tried, was the most successful, taking two wickets for 18 runs, the pick of the fielding falling to Hansell, a newcomer to Shanghai, understood to be a crackerjack with the bat as well as a good bowler and fielder, and Lover. Middleton did well with the bat as did Pearson who had hard luck in being run out.

The score:

Mr. Grimshaw's XI

H. Middleton, c. Wavell, b. Hansell	51
F. H. Pentycross, bowled Read	0
W. E. Anderson, c. and b. Read	6
J. M. Pearson, run out	22
G. S. B. Cushnie, run out	2
D. H. Cooke, not out	6
T. G. Smeaton, not out	6
R. Grimshaw, (Capt.), H. H. Morriss, C. Caulton, A. N. Other, did not bat.	
Extras	8
Total	101

Bowling Analysis

	O.	M.	R.	N.B.	W.
W. S. Read	10	3	18	—	2
W. N. Hansell	11	2	18	1	1
R. Bauld	4	—	14	—	—
C. Knight	5	—	15	—	—
R. J. Tippin	5	—	20	—	—
E. C. Norman	3	—	7	—	—

Czecho-Slav Concert

The Czecho-Slovak Concert for the benefit of the Chinese Red Cross will take place probably the 24th of this month.

On May 13 the Czecho-Slovak officers gave a concert at the French Legation in Peking which was attended by all the music lovers of the capital and distinguished Chinese and was a tremendous success. May 16 they played at the Peking Pavilion and after a short stay in Tientsin they will perform here. The concert in Shanghai will take place under the patronage of M. Wilden, French Consul-General, and General Lu Yung-hsiang.

Peking's New Club

(From Our Own Correspondent)

Peking, May 15.—About thirty Chinese and foreigners interested in racing met at the quarters of the International Press Club yesterday afternoon to complete arrangements for the organisation of the new International Race and Sport Club, which was started at a small meeting held at the Press Club last week. Among those present were Messrs. Wang Yi-tang, Speaker of the Lower House; Hsu En-yuan, one of the promoters of the new Sino-American banking syndicate; General Chiang Shou-chou; Major A. E. Wearne, of Reuter's Agency; Raindre; C. L. L. Williams; Baron Taube; General Munthe, Chief of Gendarmerie; Professor Bevan; W. A. H. Thomas; J. A. Fenton; A. C. Henning; A. L. Davidson; and W. Grave, Counselor of the Russian Legation.

After the minutes of the first meeting had been read by Major Wearne it was decided that the name of the club should be the International Race and Sport Club. Mr. Hsu En-yuan was elected temporary chairman of the organisation, with General Munthe, Major Wearne and Messrs. Grave and Williams as advisers.

Upon the motion of Major Wearne committees on land, finance and rules were elected, their respective chairmen being Messrs. Wang Yi-tang, Kuo Tsin-yuan and L. R. O. Bevan. The first two committees are to investigate the grounds question and the best means of financing the club, while Professor Bevan's committee is to draw up a tentative constitution and set of bye-laws. The committees will report to a special meeting of the club upon the completion of their investigations.

It will be the policy of the International Race and Sport Club to encourage amateur riding as distinguished from that by professional jockeys, and to co-operate with the Peking and Tientsin Race Clubs to build up racing in North China, not only by popularising it in the best sense of the word, but by systematising the importation of high class ponies from Mongolia. Shanghai has hitherto had the pick of the griffins from Mongolia; and it is felt here that there are enough ponies in that country to provide Peking as well as Shanghai if only energetic efforts are made to obtain them.

Tomorrow's Concert

The following will be played by the Band in the Public Garden tomorrow, weather permitting, beginning at 5:30 p.m.:

1. March—The American Ace ..... Hildreth
2. Overture—Greeting ..... Mahl
3. Waltz—The Moonlight Waltz ..... Logan
4. Selection—The Chieftain ..... Sullivan
5. (a) Fox Trot—The Ghost of the Ukulele ..... Smith
   (b) One Step—Some Shape ..... Cobb
6. Selection—Eileen ..... Herbert

A. de Kryger,
Conductor-in-Charge.

GOOD CROWD OUT TO WATCH RACES

Showers Fail To Keep Down Attendance At Extra Meeting

BEACONLIGHT TIES RECORD

Equals Nine Furlong Mark, But Times Are Slow For Most Part

Lowering skies in the early afternoon and showers later on did not deter racing followers yesterday and the Race Club's fourth extra meeting transpired with a goodly crowd of onlookers in attendance.

The track was somewhat heavy for the latter half of the card and times were slow, save in the fifth race, in which Mr. Sleap brought Beaconlight over the nine furlong stretch at a clip which equaled the track record set by Sir Lamerock. The bay pony lead the field all the way, being way to the fore for the greater part of the distance and finishing four lengths to the good in 2:27 2-5.

Practically every event was won with lengths to spare, excepting the second and seventh, wherein a head and a neck were the margins respectively, but the day was not altogether to the favorites and some robust dividends accrued in the pari-mutuel rooms. Among the ponies running true to form yesterday was Mr. Rose's Greysand, which has romped home consistently during the current racing season and which was brought in yesterday in the heavyweights' event by Mr. A. W. Burkill in easy style.

The detailed results of the meeting follow:

1.—**The Ayr Stakes.**—Winner, Tls. 250. Second, Tls. 75. Third, Tls. 50. For all China ponies to be ridden by jockeys who can scale not less than 164 lbs. in racing colors without saddle and weights. Weight, 185 lbs. Winners (ponies) of one race only since January 1, 1919, 5 lbs. extra: of two or more races, 7 lbs. extra. Jockeys—Winners of 2 races since January 1, 1919, 5 lbs. extra: those who have ridden and not been place since January 1, 1919, allowed 5 lbs. —Three-quarters of a mile.

	lbs.
Mr. Robson's grey Niblick (Mr. A. W. Burkill)	195—1
Mr. Fash's grey Wynona (Mr. Robinson)	190—2
Mr. Stubbs' ches. The Disappointing Bird (Mr. Hooper)	185—3

Also ran: Vosborg (Mr. Bahnson). Won by three lengths, two lengths. Time—1 min. 39 4-5 sec.

Pari-mutuel—for win, $9.90; for place, $6.20 and $8.50.

Cash sweep—first, 127; second, 483; third, 329; unplaced—8.

2.—**The Lanark Selling Race.**—Winner, Tls. 250. Second, Tls. 75. Third, Tls. 50. For all China ponies. Weight for inches as per scale. Winner to be sold for $400; if entered to be sold for $200, allowed 5 lbs.; for $100, allowed 10 lbs. If entered, winners of any Selling Race must be entered to be sold for $400. Griffins of 1919 will receive a special allowance of 5 lbs.—Nine furlongs.

	lbs.
Mr. Cire's dun Runaway Light (Mr. Moller)	152—1
Mr. Birdrake's grey Seabird (Mr. Wuilleumier)	153—2
Mr. Lamerton's brown The Hornbill (Mr. Rowe)	155—3

Also ran: Nothing (Mr. Cannan), Battle King (Mr. Vida), Zomba (Mr. Schoch), Mormon (Mr. Hill), Blackhearth (Mr. Springfield), Lochiel (Mr. Cameron), Figaro (Mr. Crokam), Yellowstone (Mr. Knoll), Battersea (Mr. Sleap) and The Gink (Mr. Ezra).

Won by a head, a neck. Time—3 min. 29 1-5 sec.

Pari-mutuel—for win, $35.90; for place, $17.20; $16.90 and $27.10.

Cash sweep—first 20; second, 290; third, 93; unplaced—476, 38, 132, 75, 44, 414, 285, 482, 257, 331 and 237.

3.—**The Edinburgh Handicap.**—Winner, Tls. 300. Second, Tls. 125. Third, Tls. 75. A handicap for all China ponies that have started in at least three races since January 1, 1918. Handicap weights will be published on

Thursday evening, May 15, 1919.
One mile and a half.

	lbs.
Mr. Bahnchild's ches. Scala (Mr. Crokam)	148—1
Mr. Rennik's grey Rouble (Mr. Vida)	149—2
Mr. H. G. Robinson's ches. Sans Peur (Mr. Hill)	158—3

Also ran: Blackford (Mr. Grayrigge), Daintylight (Mr. Hulthen), Firelight (Mr. Moller), Seahawk (Mr. Wuilleumier) and Black Fox (Mr. Springfield).

Won by two lengths, four lengths. Time—3 min. 24 3-5 sec.

Pari-mutuel—for win, $26.40; for place, $7.50; $5.60 and $5.80.

Cash sweep—first, 224; second, 518; third, 517; unplaced—417, 40, 311, 465 and 65.

4.—**The Dundee Plate.**—Winner, Tls. 250. Second, Tls. 75. Third, Tls. 50. For all China ponies. Weight for inches as per scale. Winners of two races since January 1, 1919, 7 lbs. extra. Griffins of 1919 allowed 5 lbs. Shanghai Sub.-Griffins of 1918 allowed 7 lbs. Ponies that have started and run unplaced since January 1, 1919, allowed 5 lbs. Allowances accumulative.—Half a mile.

	lbs.
Mr. G. H. Wright's grey Cranby (Mr. Vida)	148—1
Mr. Shahmoon's bay Bonanza (Mr. Knoll)	155—2
Mr. Harry White's grey Charing Cross (Mr. Hill)	153—3

Also ran: Hop-Scotch (Mr. Heard), Blushcote (Mr. Springfield), Jomsborg (Mr. Crokam), Anglodane (Mr. Braad-Sorenson), Medina-Sidonia (Mr. Sleap), Fairylight (Mr. Hulthen), Liberty Bond (Mr. Brun), Gay Lad (Mr. Cannan), Old Joe (Mr. De Zutter) and Iron Duke (Mr. Ezra).

Won by four lengths, one and a half lengths. Time—1 min. 0 3-5 sec.

Pari-mutuel—for win, $17.70; for place, $8.90; $23.30 and $16.30.

Cash sweep—first, 481; second, 348; third, 350; unplaced—312, 502, 290, 363, 497, 429, 335, 478, 533 and 468.

5.—**The Eglinton Handicap.**—Winner, Tls. 250. Second, Tls. 75. Third, Tls. 50. A handicap for all China ponies that have not won more than Tls. 1,000 in stakes since May 1, 1918, to May 12, 1919, to be ridden by jockeys who have not won more than three races since January 1, 1918, to May 17, 1919. Jockeys who have not won a Race during the period stated, allowed 7 lbs.—Nine furlongs

	lbs.
Mr. P. W. Massey's bay Beaconlight (Mr. Sleap)	151—1
Mr. Cire's dun Runaway Light (Mr. Grayrigge)	144—2
Mr. Stubb's dun The Kangani (Mr. Brun)	144—3

Also ran: Anything (Mr. Cannan), Safaro (Mr. Wilson), Battle Axe (Mr. Whitamore), Johnston (Mr. De Zutter), Seadrake (Mr. Braad-Sorensen) and Majuba (Mr. Hine).

Won by four lengths, six lengths. Time—2 min. 27 2-5 sec.

Pari-mutuel—for win, $19.60; for place, $6.90; $6.70 and $9.80.

Cash sweep—first, 391; second, 473; third, 395; unplaced—130, 211, 35, 116, 228 and 100.

6.—**The Glasgow Cup.**—Winner, Tls. 250. Second, Tls. 75. Third, Tls. 50. For China ponies, Griffins of 1919 that have started and not won more than one race. Weight for inches as per scale. Winners, except at the Race Club's Extra Race Meeting, 7 lbs. extra. Ponies placed more than once, 3 lbs. extra. Unplaced ponies allowed 5 lbs.—One mile.

	lbs.
Messrs. Winsome and Hasty's ches. The Hawk (Mr. Hill)	158—1
Capt. Bahnson's bay Tuborg (Mr. Crokam)	158—2
Mr. Robson's roan The Dancing Bird (Mr. Wuilleumier)	162—3

Also ran: Blackheath (Mr. Springfield), Asama (Mr. Knoll), Aramis (Mr. Rowe), Grey Dawn (Mr. Heard), Footlight (Mr. Moller), Ladis (Mr. Brun) and Hobson's Choice (Mr. Vida).

Won by two lengths, a length. Time—2 min. 11 3-5 sec.

Pari-mutuel—for win, $15.20; for place, $8.30; $7.50 and $10.00.

Cash sweep—first, 405; second, 213; third, 47; unplaced—85, 105, 397, 392, 275, 458 and 177.

7.—**The Stirling Selling Race.**—Winner, Tls. 300. Second, Tls. 125. Third, Tls. 75. For all China ponies. Weight for inches as per scale. Winner to be sold for $600: if entered to be sold for $400, allowed 5 lbs.: for $200, allowed 10 lbs. Griffins of 1919 will receive a special allowance of 5 lbs.—Five furlongs.

	lbs.
Mr. Harry White's grey Charing Cross (Mr. Ezra)	153—1
Messrs. Teeg and Speelman's black Poppy (Mr. Hill)	153—2
Mr. Lamerton's brown Rocksand (Mr. Rowe)	156—3

Also ran: Bythe (Mr. Vida), La Veda (Mr. Knoll), Hop-Scotch (Mr. Sleap), Whitehaven (Mr. Springfield), Lochiel (Mr. Cameron), Anglodane (Mr. Braad-Sorensen), After Dark (Mr. White), The Duke (Mr. Heard), Siesvig (Mr. Crokam), Easter Egg (Mr. Cannan) and Golden Gloss (Mr. Whitamore).

Won by a neck, three lengths. Time—1 min. 18 1-5 sec.

Pari-mutuel—for win, $49.60; for place, $15.10; $10.60 and $36.20.

Cash sweep—first, 71; second, 161; third, 482; unplaced—204, 212, 417, 318, 283, 118, 248, 519, 270, 488 and 528.

8.—**The Dumfries Stakes.**—Winner, Tls. 250. Second, Tls. 75. Third, Tls. 50. For all China ponies that have not won Stakes exners (ponies) since January 1, 1919, to May 10, 1919, to be ridden by Jockeys who can scale not less than 160 lbs. in racing colors without saddle and weights. Weight, 185 lbs. Winners (ponies) since January 1, 1919, 5 lbs. extra. Jockeys who have ridden and been unplaced since January 1, 1919, allowed 5 lbs.—One mile.

	lbs.
Mr. E. B. Rose's grey Greysand (Mr. Burkill)	190—1
Mr. Birdrake's grey Seabird (Mr. Drakeford)	185—2
Mr. P. W. Massey's grey Big Ben (Mr. Le Marchand)	193—3

Also ran: Kronborg (Capt. Bahnson), Beaconlight (Mr. Robinson) and The Disappointing Bird (Mr. Hooper).

Won by six lengths, four lengths. Time—2 min. 16 3-5 sec.

Pari-mutuel—for win, $7.30; for place, $5.70 and $9.10.

Cash sweep—first, 81; second, 35; third, 61; unplaced—1, 150 and 196.

9.—**The Perth Cup.**—Winner, Tls. 250. Second, Tls. 75. Third, Tls. 50. For all China ponies that have started at any of the previous Extra Race Meetings and that have not won more than Two Races since January 1, 1919. Weight for inches as per scale. Non-Starters at this Meeting 10 lbs. extra. Winners of Two Races, 10 lbs. extra: of One Race, 5 lbs. extra. Unplaced ponies since January 1, 1919, allowed 5 lbs.—Seven furlongs.

	lbs.
Mr. Ezra's brown Iron Duke (Mr. Ezra)	158—1
Capt. Bahnson's ches. Jomsborg (Mr. Crokam)	163—2
Mr. Rennik's grey Rouble (Mr. Vida)	152—3

Also ran: The Hornbill (Mr. Rowe), Cranby (Mr. Springfield), Liberty Bond (Mr. Knoll), Wynona (Mr. Hill) and Golden Gloss (Mr. Brun).

Won by two lengths, dead heat. Time—1 min. 54 2-5 sec.

Pari-mutuel—for win, $16.60; for place, $7.50; $20.50 and $8.50.

Cash sweep—first, 426; second 364; third, 398; unplaced—140, 210, 98, 474 and 78.

10.—**The Inverness Plate.**—Winner, Tls. 250. Second, Tls. 75. Third Tls. 50. For all China ponies. Weight for inches as per scale. Ponies that have not won more than Tls. 200 in stakes, since January 1, 1919, allowed 3 lbs. Winners of Stakes aggregating more than Tls. 200, weight for inches: of more than Tls. 400, 4 lbs. extra: of more than Tls. 600, 7 lbs. extra: of more than Tls. 800, 10 lbs. extra: of more than Tls. 1,000 barred. Griffins of 1919 that have started and run unplaced, allowed 5 lbs.—One mile and a quarter.

	lbs.
Mr. Fay's brown Nirvana (Mr. Heard)	155—1
Mr. Uto's black Zomba (Mr. Schoch)	148—2
Messrs. Toeg and Speelman's ches. Wilson (Mr. Knoll)	149—3

Also ran: Battle King (Mr. Vida), Hallow E'en (Mr. Hickling), Black Fox (Mr. Springfield), Escapade (Mr. Rowe) and Majuba (Mr. Hine).

Won by many lengths, a neck. Time—2 min. 49 1-5 sec.

Pari-mutuel—for win, $12.90; for place, $6.80; $26.60 and $8.80.

Cash sweep—first, 374; second, 255; third, 326; unplaced—253, 313, 346, 235 and 515.

RACES NEXT SATURDAY

The International Recreation Club will hold its fifty-third race meeting at Kiangwan next Saturday, the first saddling bell ringing at 1:30 p.m. Entries close tomorrow at 7 p.m.

North China Delegation To Far Eastern Games

First Regatta Program Issued

(Continued from Page 2)

McIntyre and Merrill are strong and experienced oars and the other two, although they have not so much experience, are very keen indeed.

For the past ten days Mr. F. W. Ridler, an oar of considerable experience and quite one of the best coaches the Club has had for some time, has been looking after the English crews and it is extremely unfortunate that he has suddenly been transferred. Although only known to most of the crew for a few days everyone had perfect confidence in him and will feel that they have lost more than a good coach by his departure. Mr. A. R. Wheen, however, has undertaken to fill his place and, although he has not rowed now for some time, it would be impossible to find a keener man, as everything that he takes up is done with all his heart and soul.

Besides the actual rowing at the coming Regatta there will be sailing and motor boat races, as well as water polo. These events always prove to be very popular and perhaps are more interesting to non-rowing men than the regular racing program.

Mr. Will Henderson will fill a long felt need by having a supply of gasoline and tools, etc., for any motor boats in case they run short of spirit or get into trouble.

It is hoped that all houseboat owners will do as much decorating by day and illuminating by night as possible, as this will add considerably to the success of the Regatta.

A concert is being arranged for the Sunday night, after all the serious racing has taken place, and as many as possible should therefore stay on over the Monday, when there will be an unofficial program of various events.

St. John's Wins From American School

Overcast skies may have kept spectators away from the ball field of St. John's University yesterday, but they were not a factor in what happened on the diamond, for the game between the American school team and that of the University was made up of nine innings of swift action well up to mid-season standards and those who saw the contest felt that the University's victory by a score of 7 to 6 had been well earned.

The American school nine probably has not yet got together and reached the form it should display later, for the loss of the game was thought to be due to lack of team play and consequent errors. This goes, too, for the University boys. But both of the schools have the material. An indication of this is given by the work of the slabsmen, for Yuen, pitching for the University, struck out twelve men and held the American school to three hits, while D. Campbell, who was in the box for the American team, struck out eleven men and allowed only five hits.

The University got off to a flying start in the opening frame when timely hitting with a bunch of errors brought in three runs after the American school had been retired scoreless. The University increased this lead by another run in the second inning. In the fourth with two on and two out R. Rugh of the American school drove a long fly to center where Nyieu made a hard try and dropped the ball. After the two had scored, Rugh completed the circuit on a hit by Elterich. After the American team had apparently tied up the game in the sixth and seventh with three additional tallies giving them a lead of two, an epidemic of fumbles with some timely slugging in the last half of the eighth gave the University three more runs and the game. Neither side scored in the final inning.

MARTIN'S APIOL & STEEL PILLS for Ladies

A French Remedy for all Irregularities. Those made of Lading keep a box of Martin's Apiol in the house, so that on the first sign of any irregularity of the system a timely dose may be administered. Those who use them recommend them, hence their enormous sale. At all Chemists and Stores, or post free 5/- from MARTIN, Chemist, SOUTHAMPTON, ENG.

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SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI LOCAL TIME IS ONE HOUR AHEAD OF RAILWAY TIME

SHANGHAI NORTH TO ZAHKOU—"DOWN" MAIN LINE.

STATIONS	Local	Fast R	Slow	Coolie & Goods	Local	Express R	Local	Local
Shanghai North dep.	....	7.35	9.00	10.09	....	14.50	15.50	....
Jessfield dep.	....	7.51	9.16	10.23	....	15.06	16.06	....
Siccawei dep.	....	7.58	9.23	10.38	....	15 13	16 13	....
Lunghwa Junction dep.	....	8.15	9.40	10.53	....	15.30	16.29	....
Shanghai South dep.	....	*7.45*	*9.10*	*10.20*	*13.35*	*15.00*	*16.00*	*17.55*
Lunghwa Junction dep.	....	*8.15*	*9.40*	*10.53*	*13.52*	*15.30*	*16.29*	*18.12*
Songkiang dep.	....	8.59	10.48	12.02	....	16 07	17.42	....
Kashai dep.	....	9.51	11.52	13 28	....	16.53	18 49	....
Kashing dep.	7.40	10.25	12 30	14.35	....	17 22	19.20	....
Yehzah dep.	8.45	11.05	13.16	15.50	....	17.53	....	....
Changan dep.	9.45	11.41	14 00	16.50	....	18 24	....	....
Hangchow dep.	11.10	12 50	15.25	18.30	....	19.19	....	....
Zahkou arr.	11.35	13.10	15.50	19.00	....	19.35	....	....

ZAHKOU TO SHANGHAI NORTH—"UP"

STATIONS	Local	Local	Fast R	Slow	Local	Coolie and Goods	Express R	Local
Zahkou dep.	....	....	6.30	7.55	....	9.20	14.10	15.30
Hangchow dep.	....	....	7.00	8.30	....	10.00	14.35	16.05
Changan dep.	....	....	8.04	9.48	....	11.40	15 20	17.36
Yehzah dep.	....	....	8.41	10.31	....	12.39	15.51	18.40
Kashing dep.	....	7.15	9.28	11.22	....	14.10	16.30	19.30
Kashai dep.	....	7.48	9.53	11.55	....	14.48	16.52	....
Songkiang dep.	....	9.05	10.47	12.59	....	16.08	17.40	....
Lunghwa Junction dep.	*8.18*	*10.38*	*11.38*	*14.08*	*15.33*	*17.23*	*18.23*	....
Shanghai South arr.	*8.35*	*10.55*	*11.55*	*14.25*	*15.50*	*17.40*	*18.40*	....
Lunghwa Junction dep.	....	10 30	11.35	14.05	....	17.18	18.20	....
Siccawei dep.	....	10.39	11.44	14.14	....	17.28	18.29	....
Jessfield dep.	....	10.46	11.51	14.21	....	17.37	18.36	....
Shanghai North arr.	....	11.00	12.05	14.35	....	17.55	18.50	....

KONZENCHIAO TO ZAHKOU — KIANGSHOO BRANCH LINE. — ZAHKOU TO KONZENCHIAO

Konzenchiao....	dep.	6.50	8.25	11.25	14.00	15.55	18.35	Zahkou.....	dep.	—	10.10	12.25	....	17.20	....
Kenshangmun..	dep.	7.10	8.50	11.40	14.15	16.15	18.50	Hangchow.....	dep.	7.30	10.40	12.45	14.55	17.50	19.15
Hangchow.....	dep.	7.20	9.15	11.52	14.24	16.30	19.00	Kenshangmun..	dep.	7.42	10.57	12.57	15.12	18.07	19.27
Zahkou.....	arr.	—	9.40	12.10	....	16.55	....	Konzenchiao....	arr.	7.55	11.10	13.10	15.25	18.20	19.40

R. Restaurant Car.

Little Jimmy

1. I SAY THOMPSON WHAT ARE WE TO DO? IT'S NEARLY TIME FOR THE WEDDIN' AN' THE JEWELER HASN'T SENT THE RING AS HE'D PROMISED AN' TH' POOR OLE GROOMIE' IS QUITE DEMENTED AN'——
WHY, MY SMALL SON JIMMY CAN RUN AND BRING IT IN A JIFFY! GIVE HIM AN ORDER FOR IT!"
2. "JIMMY, PUT ON YOUR COAT AN' CAP AN' RUN DOWN TO SPARKS THE JEWELERS. GIVE HIM THIS NOTE AND HE WILL GIVE YOU A WEDDING RING TO BRING BACK. HURRY. NOW!"
3.
4. "TELL 'EM IDA' HAD IT THERE ON TIME I HAD TO WORK UP TO THE LAST MINUTE TO FINISH IT!"
"YES, MISTER SPARKS."
5. "WHAT'RE YOU CRYIN' ABOUT MISTER JONES?"
"WHY JIMMY, I WUZ JUS' GOIN' TO BE MARRIED, AN' WE WUZ ALL DRESSED UP AN' D' PARSON READY AN' NOW I DONE LOSTED MY WEDDIN' RING AN'——"
6. "GOSH. MISTER JONES! I GOTTA WEDDIN' RING RIGHT HERE FOR MY PAPA! I DON'T THINK HE'D CARE IF YOU USED IT FOR A LITTLE WHILE 'SPECIALLY IF HE KNEW YOU WAS CRYIN' ABOUT ONE!"
7. "MISTO JIMMY THOMPSON I'LL TAKE YO' ADVICE AN RING! COME RIGHT IN. D' CIRROMONY WOULDN'T BE COMPLETE WIDOUT YO' PRESENCE!"
8. "PARSON. GET GOIN' WID D' DOIN'S! AN' I WANTS A POZISITION OF HONAH FO' MAH MISTER GOOD FREN' JIMMY THOMPSON. WHO AM MAH LIFE SAVER IN MAH TIME OF STORM!"
9. "MY WORD, THOMPSON! IT'S WAY PAST THE APPOINTED TIME AND I UNDERSTAND THE BRIDE'S IN TEARS AN' YOUR SMALL TRUSTED SON STILL AMONG THE MISSIN'——"
"I MUST GO MYSELF!"
And in the Meantime
10. "HE LEFT HERE WITH IT A GOOD HALF HOUR AGO! I HAVEN'T ANOTHER IN STOCK. YOU'LL HAVE TO FIND HIM!"
11. "HURRY UP, YO' JONES HUSBAND! DEY'S GITTIN' OUR RANGE!"
12. "AM I HOLDIN' THIS UP RIGHT MISSUS JONES?"
"COME ON, YO' JIMMY AN YO' JONES HUSBAN'! WE'RE LEAVIN' 'EM WAY BEHINE!"
13.
14. "MY NEW PAPA MISTO JONES SED TO BRUNG DISYERE RING OVER TO DIS HOUSE AN' SAY HE WUZ ALL TRO' WID IT!"
J. WINNERION